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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—“This meeting pledges itself to support SEAFARING.”

Ship Masters' and Certificated Officers' Union.—“Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men.”

Morning Advertiser.—“Ably and smartly written.”

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Literary World.—“Will be appreciated by all who go down to the sea in ships.”

Coast Seamen's Union (San Francisco).—“Delightful and interesting, and a worthy champion of the sailors' cause.”

Star.—“What sailors are interested in, and need to know, is culled from all quarters.”

Liverpool Daily Post.—“Fast winning a foremost place under the title of SEAFARING.”

Most popular with seafaring people.”

Liverpool Mercury.—“The variety of matter with which it is replete, and the information which it contains justify its claim to be ‘the organ of the seafaring class.’”

Liverpool Echo.—“Nominal price and multi-form attractions.”

The People.—“It will be useful to those in whose behalf it has been started.”

The Democrat.—“Did useful work.”

Seaboard (New York).—“Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity.”

Weekly Budget.—“A career of much prosperity and usefulness.”

Tonbridge Free Press.—“Interesting to everybody.”

Mercantile Marine Service Association Reporter.—“A genuine ring about the articles, which are written in true sailor style.”

Scottish Leader.—“Its sails are already filled with a favouring breeze.”

Southampton Observer.—“Advocates the interests of seafaring folk with zeal and ability.”

Western Daily Press.—“It is well conducted, and is full of original matter.”

Eastern Daily Press.—“Something in its columns to suit even gentlemen of England.”

Engineers' Gazette.—“Rapidly improving, both in quality and circulation.”

Hampshire Independent.—“Well conducted.”

Cork Examiner.—“Promises to be one of the most valuable of the class papers.”

South Wales Echo.—“Well edited, and interesting.”

THE PERILS OF THE DEEP.

There has long prevailed a belief (says the *Times*) that the loss of life at sea, always great, and unfortunately not materially reduced by Mr. Plimsoll's famous legislation, is largely due to the quality of the ships employed in the timber-carrying trade. They are the coffins in which good men are buried at sea; it is they who make widows and orphans; they are the hulks which ocean-going steamers must stop to aid when they find them water-logged, disabled, and helpless. Such is the common belief; such is the reason advanced for the Bill which Mr. Howell and others asked Parliament to adopt; and for the first time we can test it by the record now published by the Board of Trade of the timber-laden vessels which foundered, or were missing, or sustained casualties attended with loss of life since 1873. It confirms to some extent, and only too much, the popular theory. Every year a not inconsiderable number of such vessels never return to port. The greatest number was 45, in 1881, involving a loss of 275 lives. Once or twice the loss of life has fallen below 50, and in 1888 we find that eight timber-laden vessels foundered, and that only four hands were lost. There is significant monotony in the recurring description of the unfortunates “not classed.” We find among the missing vessels some that were 39, 40, 43, and 55 years old. In many cases it was admitted that a large deck-load of timber had been carried, and courts of inquiry have often recognised in this the true cause of the disaster. We read of ships in which there were tiers of timber on deck so imperfectly secured that the seamen could not safely work the vessel owing to the moving logs, of vessels laden with planks or logs which come within a few inches of the rail, of deals and sleepers breaking adrift in a storm, chafing the tarpaulins off the hatches and so admitting the sea, of the heavy deck cargo getting afloat and staving in the poop, or jamming the pump-handles and carrying away the bulwark, altering the trim of the vessel or straining it.

The record fully justifies the legislative restrictions imposed upon the carrying of deck cargo; probably Parliament might be warranted in doing more than it has done in subjecting to penalties masters and owners carrying deck cargo of timber between November and April. The same moral may be extracted from the second part of the report, chronicling the miscellaneous casualties to timber-laden vessels resulting in loss of life. A multitude of inquiries makes it clear that the working of a vessel in heavy weather may be fatally hindered by the presence of deck cargo,

that the jettisoning of timber is hazardous, and that men are often seriously bruised by the loose floating deals and logs. In one recorded case sea swept the deck and carried away a large plank; the next sea sent it on board again; it struck the master on the forehead, and killed him. We all remember Victor Hugo's description of the combat with the demoniac carronade, loose from its lashings, and playing mad pranks as it rolled about; and we can understand what terrible missiles pieces of timber 20 or 30 feet long may become when propelled by waves which would overthrow the strongest fortress built by man. It is well known that the trade is chiefly conducted by sailing vessels. A few steamers from time to time carry timber. They are of wholly a different character from the ordinary timber ships; and it is surprising how rarely they founder or meet with casualties. The whole record is not calculated to make men feel easy as they lie abed in winter nights and think of frail schooners and crazy brigs making their uncertain way from St. John or Demerara in bad weather. It gives one a shock to pass from the returns of the voyages of the Atlantic liners—swift, regular, and safe—to the crowded record of disasters which we read in this report. But a word of comfort is permissible: there is no ground for suspecting that things are getting worse. On the contrary, it is clear that they are mending. The loss of life reached its *maximum* in 1881, and since then there has been a fairly steady decline. We hear more seldom than we did of worm-eaten hulks sold out of all other trades and sent by ship knackers to find freight or a grave in the North Atlantic. The improvement is not confined to the timber-carrying trade; it is general. The Government have not thought fit to appoint a successor to the late Mr. Rothery, the Wreck Commissioner, and it is well known that inquiries into disasters at sea have not been of late so frequent as they were, or conducted with the rigour which that acute but relentless judge loved to practise. A policy of masterly inactivity is pursued by the Board of Trade. Masters and mates are not called to account so sternly as they were in the days of the inexorable Commissioner; and yet wrecks do not increase. Can it be that their great cause is not culpable conduct in either owners or seamen, but the prevalence of bad weather? Must we look to meteorologists rather than Parliament for any great diminution of loss of life at sea?

We do not put these questions in order to discourage legislative efforts to prevent loss of life at sea—far less to condemn before trial the latest measure of the kind, the newly passed Load Line Act. It makes a great change. For the first time the

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Plimsoll load line is likely to become something more than an interesting toy. The Act provides for the marking of all British vessels with load lines framed in accordance with the tables prepared by the Load Line Committee. The position of the load line may be determined by the Committee of Lloyd's Register or an officer of the Board of Trade, at the option of the owner. Another novelty now becomes compulsory. Pouring oil upon the waters is no longer a mere metaphor. So efficacious has it proved, so often has it been the means of saving life, that, according to the rules issued by the Board of Trade under the last Merchant Shipping Life-Saving Appliances Act, it is now obligatory to include in the equipment of a "lifeboat one gallon of vegetable or animal oil in a vessel of an approved pattern for distributing it in the water in rough weather," and "hurricane oil," we are told, will be carried as regularly as fresh provisions. We do not make light of these and other mechanical devices for diminishing a loss to which use makes us somewhat insensible. Mr. Plimsoll has lately drawn attention in his impressive way to the horrors of the cattle traffic across the Atlantic, and our narrative of what took place not long ago, when a fire broke out on board the steamer *Egypt*, will not soon be forgotten. Perhaps it is impossible—perhaps it is culpable to try—to make a deck at once a big cattle shed and a place for effectively handling a ship in a storm; and we should be glad to see what answer can be made to his charges of cruelty inflicted upon the miserable cattle, and reckless, perilous over-crowding. But when we are asked by Mr. Plimsoll or other enthusiasts to join in a demand for revolutionary changes, justice compels us to remember that there are decided signs of the improved safety in transport—diminished rates of insurance, less loss of life, a general readiness on the part of shipowners to avail themselves of any practical expedients for increasing the safety of navigation, and a capacity, never before exhibited, on the part even of timber-laden ships to keep afloat.

FIGHTING FOR THE BOATS—The survivors of the ship *Oaedita*, which was wrecked on a rock at Cook's Inlet, have arrived at San Francisco. They relate thrilling stories of the disaster. There were 200 Chinamen on board, and these fought with a fury positively maniacal for possession of the boats. They were, however, ultimately beaten off by the white members of the crew, who were all saved, seventy-five Chinamen were drowned.

A VETO AGAINST UNIONISTS.—On Friday, Aug. 22, Mr. M. Maloney (representing the Dockers' Union) and Mr. J. Hill (Seamen's Union), waited on Messrs. Jackson & Tarbolton, agents for the Leith and Dundee Steamship Company, with a view to having removed the veto of the Company which prevents the sailors and firemen in their employ becoming members of a Union. The agents promised that they would write to the firm pointing out the expediency of removing the veto, and allowing the men to join the Union.

SEAMEN DISOBEDIING ORDERS.—On Aug. 22, at South Shields Police Court, James Tait and Joseph Williams, of the steam-ship *Chester*, were charged that they on the 16th inst., whilst on the high seas, did unlawfully disobey the lawful commands of Thomas William Carter, master. Captain Carter said he asked the defendants to go and scrape the topmast preparatory to it being oiled. They refused to go aloft, giving as their reason that the weather was bad, and that it was not usual to scrape or clean the masts of a steamer at sea. The sea was quite smooth when he asked the defendants to go aloft. It was usual to clean up before getting into port. There was no danger to the defendants going aloft. The second engineer and the second mate corroborated. A fine of 20s. and costs each was imposed.

THE DOCK LABOURERS' UNION.

REMARKABLE SPEECH BY MR. JOHN BURNS.

On Sunday afternoon, Aug. 24, a mass meeting, attended by about five thousand persons, was held on Tower-hill, convened by the Dock Labourers' Union. Mr. Frank Bryne presided, and said that they had determined to take united action and so become more solid in the future than they had in the past. Combination was their mainspring from which they could get better wages, hours, and conditions generally. Mr. John Burns, who was received with cheers, said that they had met that day to hold what was termed an educational meeting. The chief fault of the workmen was when they had won one big job and half a dozen little ones to say to themselves, "Oh, we have only got to fight for a little while, and then it's all over." They should remember that too much confidence was worse than no confidence at all, inasmuch as it schooled the men to foolish things. They had suffered terribly for their win, and he wanted them to use it as a means of getting something next week, next month, next year. They had met to congratulate the dock labourer upon the fact that in twelve months 58,000 of them had secured higher wages for London to the tune of £300,000. Taking the whole of the country, the 58,000 men had an increase equivalent to £70,000. Their conference would be held in about three weeks, and would be attended by delegates from all the Branches, who would review their past efforts and draw up a plan of campaign.

The interest of the stevedore was irretrievably banded with that of the docker—(hear, hear)—and he asked them one and all to put aside all their sectional jealousies and to work together for a common object. At the present they had rumours of a Shipping Union, which would be joined by the merchant, shipper, broker, and contractor, and would have for its object the smashing up of the Union in the Port of London. They were going to have a capital of eighty millions sterling, but what was the use of that without the soldiers. The docker had started a bigger thing than that without a single brass farthing, and, what was more, proved successful. If the capitalists or the Shippers' Union thought they were going to clog London with "blacklegs," they would have a warm time of it. If the Shippers' Union had 300,000,000 of capital, they would not be able to smash the Union, and all the talk of 80,000,000 was mere bluster. The shippers were, without the shadow of a doubt, trying to emulate Livesey in the Port of London. These men said that if the tyranny of the Unions was to be continued they would organise gangs of police in the name of the law, who were known in America as the "Pinkerton Gang." On behalf of the dockers, not only of London, but of the United Kingdom, he said that the first gang of "Pinkertons" who came into force in this country would have their hair lifted in less than twenty-four hours. In America these gangs had the power to shoot down the strikers, and during the week did kill a woman, and a boy on his way to school. If the capitalists thought that they were going to get a "Pinkerton Gang" armed with bludgeons and revolvers in this country, the game was up, and it would be bludgeon to bludgeon. Referring to the closing of the dockers' books, he said that they had been reasonable, and had let all the men have twelve months to decide which way they would go. All the men who had not joined should have done so, and those who would not deserve to be kept out for the remainder of their lives. If there were more men at the docks than there was work for these men should go to Parliament and ask for relief work and a legal eight hours' working day, which would give work to the thousands and thousands of unemployed. They were not going to give three or four thousand loafers work and bring in never-do-wells, who outdid the legitimate docker, and brought his wife and child near to starvation. By closing their books they had done the very best thing possible, inasmuch as it would make the agricultural labourer know that the docks were not cesspools where any one could go to from north, south, east, or west. At the conference the officials would discuss a new method of working ships. He did not agree with the new scheme unless it was better than the old one, inasmuch as new schemes embracing profit-sharing gave the masters an opportunity of undermining and overthrowing the Union. He had, however, confidence in the officials to know that they would not put their necks in any noose. He hoped some day to see the docker working without the intervention of the "bully 'sweater' or contractor. Then the men would

work not for capitalists, but the people. In conclusion, he moved the following resolution:—"That this meeting tenders a hearty vote of sympathy to the Australian dock workers who are now out on strike defending the principles of Trades Unionism; also to the Knights of Labour who are out on strike on the American railroads, and this meeting wishes them God speed." A docker seconded, and the resolution was carried by acclamation. Mr. Thomas McCarthy (Dockers' Union) moved—"That in the opinion of this mass meeting—while pledging itself to the principle of Trades Unionism with a legal eight-hour day, or 48 hours per week—we consider the best way to obtain the same is to obey the Union by not coming out on strike without orders from the Executive Committee, and we pledge ourselves to obey the same by strictly obeying the instruction of the Union and the Union's representatives by assisting them in the examination of the Union cards by having them out for inspection when called upon." Mr. Harry Orwell seconded, and after members of the Executive Committee had addressed the meeting, the resolution was put and carried amid loud applause.

BRITISH SEAMEN IN SOUTH AMERICAN PORTS.

The Rev. Edward W. Matthews, secretary to the British and Foreign Sailors' Society, has just returned from a visit to some of the ports in South America. He went there to assist in establishing Sailors' Homes, Free Reading Rooms, and Harbour Missions, for the protection and benefit of seamen. He arrived at Buenos Ayres on June 14, and he left it in July, a few days before the revolution broke out. It has long been known that many South American ports have been most deadly to our seamen. The need of the protecting influences which sailors' homes and missions afford was felt so greatly that in spite of bad times some thirty to forty thousand dollars were promised and given in the ports of the Plate to supply the want. Her Majesty's Minister, Mr. Pakenham, presided over a large public meeting at Buenos Ayres, supported by many representative men. A harbour mission and sailors' home were organised, and the necessary steps taken for immediately carrying the thing into execution at the earliest possible moment. At Rosario, the second city and port of the Argentine, a seamen's mission was established. Captain Ferguson gave a mission boat, some 4,000 dols. were subscribed, and the international character of the work was seen throughout. The German Emperor sent the Society £30; and at Buenos Ayres his tache and consul signed a warm commendation and added sums opposite to their names, the former 310 dols.; and the German and other foreign houses gave some 6,000 dols. Monte Video was crowded with shipping. Captain McDonald, of the ship *Lombardian*, and his brother shipmasters, gave a fine mission boat, with sails, and decked suitable for that exposed harbour and roadstead. Our three English men-of-war promised a collection towards furnishing a small sailors' home on shore. Her Majesty's Minister, Mr. Satow, presided over a meeting in the American church. One of the little English colony headed the subscription list for his company with 1,00 dols. gold, or say £214. But land, buildings, and rents in suitable parts are of such a fabulous price, that not only thousands of dollars, but pounds, are needed to do anything at all adequate. At Bahia Blanca, between three and four hundred miles south-west of Buenos Ayres, there was no place but the solitary grog "store," which became on Saturday and Sunday the sailors' church. When without money they had to exchange their clothes for drink. Mr. Matthews says he saw one shipmaster put out of his ship in drink; the chief mate and half of the crew ran away from another ship; the captain of another had to send for the police to arrest his boatswain and two of his seamen for drinking and fighting, with consequent insubordination. Another captain had to do the same with a seaman mad with drink running about with a knife, threatening to stab all on board. In the stream was a fine British barque detained already some four or five weeks, with four of her crew in prison at La Plata, over 300 miles distant, waiting their trial on the charge of murder. Mr. Matthews appeals for help to pay the debt, and thus meet the need.

At the Thames Police Court, William Wilkins, 21, was remanded, charged with stealing a silver watch from David Protheroe, a sailor on board the *Albania*, lying in the London Docks. Prosecutor said when getting on to a tramcar in the Commercial-road, the prisoner put his hand through witness's arm and seized his watch.

DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during July, 1890. (It does not include foreigners.) First, the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death his name is printed in *italics* in this column.

Abrahams, Wm., 33, Exeter, drowned, Mar. 2, sea, John G. Schmidt.
 Adams, Robert James, 22, 4th hand, Great Yarmouth, meningitis, June 27, on board Hospital Mission ship "Albert," Lord Alfred Paget.
 Adamson, John, 21, seaman, Lossiemouth, supposed influenza, April 12, sea, M. E. Watson.
 Agar, B., engineer, supposed drowning, vessel missing since April 9, sea, Bilbao.
 Agar, Thomas, 23, O.S., Belfast, drowned (fell overboard while jibbing main sheet), June 10, sea, Vivid.
 Aird, Douglas, 30, A.B., London, supposed drowning, vessel missing since Jan. 10, sea, Parthenia.
 Alexander, Frederick, 23, man, Essex, drowned (missed his footing when stepping into the boat), May 5, River Medway, Cader Idris.
 Allbut, Harry, 20, 3rd engineer, Weston-super-Mare, drowned, July 1, Taganrog Roads, Hugh Sleigh.
 Allen, Woodberry W., 23, boatswain, British, Hantsport, N.S., remittent fever, June 9, at sea, Loanda.
 Anderson, A., 22, A.B., Finland, asthma and diarrhea, May 24, sea, Chilian.
 Anderson, J., supposed drowning, vessel lost, boat missing, Nov. 25, 1889, Coast of La Plata, Nyghan.
 Anderson, G., 51, June 8, at sea, Camellia.
 Anderson, S., A.B., missing, supposed drowned (vessel wrecked), Jan. 6, 1889, Formosa, Anglo-India.
 Ashley, Benjamin, 16, fisherman, apprentice, Fulham, London, drowned (fell overboard while drawing water in a bucket), Ju'y 20, North Sea, Newcastle.
 Barlow, Robt., 3rd engineer, Thales.
 Barton, A., 30, Bath, assistant steward, May 27, sea, Faraday.
 Bassett, Steven, 27, A.B., Bermuda, Mauritius fever, Mar. 27, sea, Barracouta.
 Beckett, James R., 40, master, London, drowned (capsizing of boat) Nov. 2, Cossack, W. A., Sepia.
 Bell, W., 31, boatswain, Plymouth, supposed drowning, vessel missing, Jan. 10, sea, Parthenia.
 Bennett, Thomas, 48, fisherman, drowned (boat broached to in a squall and capsized) May 20, Blacknor Point, Portland, George Byatt.
 Benney, James C., 41, master, Cornwall, apoplexy, June 1, Falmouth, New Resolute.
 Bevan, A. or W., 44, fireman, Swansea, June 8, Norah.
 Bicker, Frederick, 18, apprentice, Croydon, Surrey, supposed drowning, vessel missing since April 9, sea, Bilbao.
 Bishop, Fred, 17, A.B. St. John N.B., yellow fever, March 21, Rio de Janeiro, Mistletoe.
 Bolton, Charles, 17, apprentice, Wainfleet, Lincoln, falling overboard and drowning (vessel lurched while hauling in main sheet), June 8, North Sea, Humber.
 Boulton, 3rd class pilot, drowning (collision with s.s. "Lake Huron," and he came on deck and jumped overboard), June 7, River Mersey, Gloriana.
 Bradley, George, 21, fisherman, Preston, drowned (when jumping into boat fell into sea), May 21, North Sea, Content.
 Brennan, Charles, 34, fireman, Armagh, July 12, Waverley.
 Brevin, William, 42, mate, Plymouth, accident (fell from the 'tween decks into the lower hold), June 5, sea, Algoma.
 Briggs, John, 53, mate, St. John, N.B., supposed drowning, vessel lost, boat missing, Nov. 25, Coast of La Plata, Nyghan.
 Brown, Chas., 42, A.B., Norway, dropsy, Dec. 31, Argo.
 Butewright, John, 35, skipper, Bilton, Suffolk, drowned (boat capsized in a squall), July 22, off Tynemouth, Willing Lass.
 Byatt, George, 46, fisherman, drowned (boat broached to in a squall and capsized), May 20, Blacknor Point, Portland, George Byatt.
 Cable, James, 29, A.B., Scotch, Dundee, inflammation of the lungs, May 21, sea, Harvest Queen.

Cadman, Thomas, 16, O.S., London, drowning (fell overboard while furling the main-sail), March 13, sea, Belana.
 Cameron, John, 27, seaman, Scotch, supposed drowning, boat capsized, supposed June 25, Lively.
 Campbell, J., 31, A.B., Glasgow, supposed drowning, vessel missing since Jan. 10, sea, Parthenia.
 Capper, George, 56, master, English, accidentally killed, March 4, Liverpool, Alice Capper.
 Carr, Joseph, 48, A.B., London, Jan. 17, sea, Loch Trool.
 Carroll, Geo., 28, A.B., Newport, enteric fever, June 22, hospital, Gibraltar, *Strelitz*.
 Chadsey, Joseph, 35, mate, Lockport, N.S., yellow fever, March 27, Rio Janeiro, Mistletoe.
 Chapman, Samuel, 59, steward, British, rupture and sunstroke, June 3, at sea, Hounslow.
 Christianson, F., A.B., supposed drowned, ship lost, Jan. 26, sea, Rohilla.
 Clarke, Cyrus, 54, steward and cook, Turks Island, supposed drowning, vessel missing since Jan. 10, sea, Parthenia.
 Clark, James, 19, labourer, British, drowned (partial wreck), June 25, Workington, Hannab.
 Cloughley, Robert, 20, O.S., Liverpool, supposed drowning, vessel missing since June 10, sea, Parthenia.
 Coghill, William, 27, fisherman, Scotch, drowned (boat totally wrecked), June 25, Skail Bay, Orkney, Doug'as.
 Coward, John or Mills, F. G., about 18, steward, England, fell down Nc. 3 hold, broken skull, June 30, Nordmaling, Sweden, Fernlands.
 Crowley, Patrick, about 28, fish packer, Millifontstown, drowning (run into by a Norwegian barque) March 18, off Valentia, Bowes.
 Cuddy, William, 63, sailmaker and A.B., Liverpool, accident (killed by a sea during a very heavy N.W. gale), Oct. 18, sea, Magnificent.
 Cudlipp, Reuben, 37, lighterman, English, drowning (barge sunk by s.s. "Reading"), May 30, off Charlton, Lizzie.
 Davidson, James, 21, A.B., London, Jan. 17, sea, Loch Trool.
 Davies, Emil, 37, A.B., Havre, falling from aloft, June 18, sea, Howden.
 Davies, Frederick, 18, O.S., British, Cogan, drowned, April 3, off Rio Janeiro, Edinburgh.
 Davis, Frederick W., 28, A.B., Gloucestershire, drowned accidentally, Feb. 15, Gloucester, Gauntlet.
 Davison, Joseph, 27, master, Connah's Quay, supposed drowning, vessel missing since Oct. 6, on voyage from Cardiff to Tralee, William Stanard.
 Diggins, Michael, 26, A.B., Waterford, fell overboard and drowned, June 12, 4 miles N.N.W. Nash Point, Hartville.
 Disney, Daniel, 31, A.B., British, drowning (fell overboard in Whitstable Harbour), July 14, Whitstable Harbour, Agatha.
 Diston, Jas., 58, 2nd mate, West Wemyss, Fife, broken arm (fell down the hold) and other injuries, April 19, hospital, Havre, *Emore*.
 Dobson, John, 42, purser, Ilkley, June 30, sea, Norlands.
 Docharty, John, typhoid fever, July 5, hospital, Gibraltar, *Belgravia*.
 Dowthwaite, William, 35, skipper, English, drowning (total foundering), June 23, Allonby Bay, Teenie.
 Duggan, James, 27, O.S., Cork, drowned (was seen to walk into the dock), June 10, Old Dock, Newport, Nancy McSweeney.
 Dunnet, James Sinclair, 35, skipper, Scotch, drowning (boat totally wrecked), June 25, Skail Bay, Orkney, Douglas.
 Durrant, E., boy, supposed drowning, vessel missing since April 9, sea, Bilbao.
 Early, Samuel Maxwell, 20, apprentice, Irish, lost overboard (while attempting to hook on port fore sheet), April 5, sea, Snowdrop.
 Ellis, Thomas, 52, master, Runcorn, May 24, Newcastle-on-Tyne, Guiding Star.
 Evans, Edward, A.B., missing, supposed drowned (vessel wrecked), Jan. 6, Formosa, Anglo-India.
 Exton, Joseph William, 15, apprentice, Melton Mowbray, drowned (fell from the ship's boat while getting from it to the ship), July 12, North Sea, Apha.
 Fainley, Alex., 26, engineer, Scotch, typhoid fever, June 3, Buenos Ayres, Ingram.
 Fairnell, James, 45, chief mate, Blyth, dysentery and peritonitis, July 11, hospital, Gibraltar, *Bothal*.
 Farren, Thomas, 25, drowned at sea, Mary E. Chapman.
 Feagan, B., 38, A.B., Dublin, heart disease, April 3, sea, Tasmania.
 Flock, Ernest, 18, engineers' steward, Coventry, drowning (fell overboard when going on board at night), April 17, San Niedlas, Eastern Prince.
 Fearon, John, 50, 2nd hand, English, drowning (total foundering), June 25, Allonby Bay, Teenie.
 Forest, John de, 25, A.B., Liverpool, drowning, Feb. 24, sea, Olive Mount.
 Forsam, Otto, A.B., supposed drowned, vessel missing since Jan. 31, Sussex.
 Forsyth, John, 31, 2nd engineer, Paisley, Renfrew, drowned, June 21 or 22, Newchwang, Ardgray.
 Foster, James, 32, Ellesmore Port, drowning, Irish Sea, George and Maria.
 Furneaux, Frank, 38, master, Devon, supposed drowning, vessel missing since Jan. 10, sea, Parthenia.
 Gallon, Robert, 31, 1st engineer, British, inflammation of bowels, June 21, hospital, Cronstadt, Hollinside.
 Gartside, C. K., 27, mate, Lancashire, supposed drowning, vessel missing since Jan. 10, sea, Parthenia.
 Gibbons, Bridget, 40, farmer's wife, British, drowning (total), June 2, Clew Bay, Mary.
 Gilroy, J., 23, May 25, sea, *Sa'acta*.
 Gjertson, Johan, A.B., missing, supposed drowned, vessel wrecked; Jan. 6, 1889, Formosa, Anglo-India.
 Glæs, John, 38, chief engineer, English, Glasgow, apoplexy, April 3, off St. Lucia, Avon.
 Gordon, William, 36, 2nd cook, Island Magee, consumption, July 6, Friesland.
 Gray, William, 42, stoker, South Shields, apoplexy, Feb. 21, South Shields, Pioneer.
 Greene or Green, John, 18, O.S., Wexford, fall from masthead, July 6, 1889, Newport, Excellent.
 Griffin, John, 24, fireman, Waterford, gangrene, May 29, Baltimore, Carlisle.
 Gunn, James, 45, fisherman, 2nd hand, Scotch, drowning (boat totally wrecked), June 25, Skail Bay, Orkney, Douglas.
 Gunn, John, 23, fisherman, Scotch, drowning (boat totally wrecked), June 25, Skail Bay, Orkney, Douglas.
 Hanlon, Patk., 36, fireman, Ireland, Armagh, supposed heart disease, May 14, sea, Toronto.
 Hansen, Andrew, 2nd mate, supposed drowning, vessel missing since April 9, sea, Bilbao.
 Harris, H. J., 20, A.B., British, Bristol, fever, Feb. 1, sea, British Sceptre.
 Hartley, B., O.S., Birmingham, drowned, ship lost Jan. 24, sea, Rohila.
 Harvey, John, fireman, London, supposed drowning, vessel missing since April 9, sea, Bilbao.
 Hawie or Hawie, Joseph, remittent fever, Jan. 16, 1889, Government Civil Hospital, Hong Kong, Devonhurst.
 Heaps, John, 36, trimmer, Chester, heat apoplexy, July 14, sea, Servia.
 Hennings, Henry, master, supposed drowning, vessel missing since Jan. 31, Sussex.
 Hentila, K. J., 22, Rotterdam, Avoca.
 Herbert, George, 21, 4th hand, Chipping Norton, drowned, June 8, sea, Silver Wave.
 Hermansen, S., 22, Nov. 24, hospital, Cape Town, Dunkeld.
 Himmens, Robert, 16, apprentice, British, drowned, April 26, Port Douglas.
 Hogan, Mike, 32, A.B., Ireland, yellow fever, Mar. 23, Rio Janeiro, Mistletoe.
 Hogan, William, 48, A.B., Cork, cholera, June 13, Umtata.
 Holmes, James, steward, missing, supposed drowned (vessel wrecked), Jan. 6, 1889, Formosa, Anglo-India.
 Hopkins, William Robert Laban, 16, apprentice, Birkenhead, supposed drowning, vessel missing since Jan. 10, sea, Parthenia.
 Horgan, John, 30, fish packer, Millifontstown, drowned (run into by a Norwegian barque), Mar. 18, off Valentia, Bowes.
 Houseman, Henry John, A.B., supposed drowning, vessel missing since April 9, sea, Bilbao.
 Howie or Hawie, Joseph, remittent fever, Jan. 16, Government Civil Hospital, Hong Kong, Devonhurst.
 Howard, Henry, A.B., British, pneumonia, April 24, New York Hospital, Greece.
 Hughes, Samuel, 26, mate, Connah's Quay, supposed drowning, vessel missing since Oct. 6, on voyage from Cardiff to Tralee, William Stanard.
 Husson, St. Casam Sd., 39, Lascar, B'darr, Rutingir, bronchitis, Mar. 4, off Dungeness, Huzara.
 Inglis, Thomas, 39, fireman, Scotland, Stirling, drowned (in coming on board he fell overboard), June 29, Pia'elphia, Missouri.
 Jackson, T. L., 19, O.S., London, drowning (fell from overboard), Mar. 31, sea, Parsee.
 Jacobson, —, A.B., supposed drowned (ship lost), Jan. 26, sea, Rohilla.
 James, John, —, master, supposed drowning, vessel missing since Jan. 31, Kent.
 Johansen, C., carpenter, missing; supposed drowned (vessel wrecked), Jan. 6, 1889, Formosa, Anglo-India.

Jansen, P., 29, A.B., drowned, ship lost, Jan. 26, sea, Rohilla.

Jervis, William, A.B., supposed drowning, vessel missing since Jan. 31, Sussex.

Johnson, A., 36, boatswain and lamps, F'Shald, Norway, accidentally drowned (whilst coming on board he fell overboard), June 10, Bilbao, Cairnahu.

Johnson, J., supposed drowning, vessel lost, boat missing, Nov. 25, Coast of La Plata, Nylghan.

Johnston, John, 29, fisherman, Scotch, drowning (boat struck on a reef and capsized during hurricane), June 25, Westray Firth, Maggie.

Jones, Edward, 31, A.B., Harlech, Pyæmia, July 10, hospital, Gibraltar, *Carisbrook*.

Jones, Hugh, 30, cook and steward, Carnarvon, May 25, Liverpool, *Gladova*.

Jones, John, 40, A.B., seaman, Liverpool, dysentery, May 18, sea, Landskrona.

Jones, John, 31, carpenter, Welsh, drowned (while coming from wharf to steamer), June 25, Williamsburg, Brooklyn, U.S., Prior.

Jones, David, 32, fireman, Chester, compression of the brain, June 23, Dock Basin, Barry, Ambassador.

Jones, John, 56, mate, Nevin, North Wales, fit, July 6, sea, Ida.

Jones, W., A.B., supposed drowning, vessel missing since Jan. 31, Kent.

Judd, Henry, alias Stern, Alfred, 37, A.B., London, congestion of the lungs, June 15, sea, The Hahnemann.

Kalghen, James, 26, O.S., Manx, concussion of the brain (boiler burst and he was struck), June 20, Dingle Bay, Romeo.

Kane, Thomas, 32, fireman, Irish, accident (fell into No. 2 hold), June 16, Cronstadt, James Groves.

Keating, Walter, June 29, Rio, Valkyrie.

Keating, Thomas, fireman, gastric fever, June 26, hospital, Bilbao, *Peveril*.

Keefe, John, 38, A.B., Lynn consumption, June 18, hospital, Liverpool, *Mandingo* (Dis. June 16.)

Keig, John, 52, A.B., Peel, Isle of Man, supposed drowning, vessel missing since Oct. 6, on voyage from Cardiff to Tralee, William Stonard.

Kelly, A., cook, supposed drowning, vessel missing since Jan. 31, Kent.

Kennedy, John, 37, Kilmarnock, Ayr, aneurism, May 18, Calao.

Kennevy, John, 39, A.B., Liverpool, injury to spine (fell down hold), Dec. 30, Port Pirie, Cedric the Saxon.

Keohan, H., 23, A.B., Cork, drowned, ship lost, Jan. 26, sea, Rohilla.

Kerr, Andrew, 45, A.B., Dundee, brain fever, June 16, sea, Vanguard.

Kerr, William, 50, Birkenhead, Cheshire, May 13, sea, Yosemitie.

Kerr, William, 17, cook, Ardrossan, supposed drowning, vessel missing since Oct. 6, on voyage from Cardiff to Tralee, William Stonard.

Knill, F., 28, A.B., Exeter, drowned (fell overboard from the topsail yard), Feb. 2, sea, Sutlej.

Kregor, A.B., supposed drowned, ship lost, Jan. 26, sea, Rohilla.

Langman, August, carpenter, Labrador.

Lawrence, Charles, 27, 2nd steward, Liverpool, acute inflammation of brain, May 29, Rio Janeiro, Maelkynie.

Lee, Philemon, 58, 2nd mate, Milford, killed (total collision), June 24, off Portland, Ethel.

Lewis, Thomas, 68, master, Beaumaris, chronic bronchitis and pneumonia, April 21, Beaumaris, Syren.

Lidstone, W. J., 49, Jersey, diarrhoea, May 9, Colombo Hospital, *Seine*.

Lockyear, George, 23, fisherman, Guernsey, drowning (boat foundered), Ju'y 19, off St. Ma tin's Point, Like You.

Lucas, E., supposed drowned, vessel lost, boat missing, Nov. 25, coast of La Plata, Nylghan.

McCallum, Jas., 33, fireman, Coatbridge, April 4, Turks Island, *Harold*.

McDonald, Hugh, 28, seaman, Scotch, supposed drowning, boat capsized supposed June 25, Lively.

McDonald, James, 31, seaman, Scotch, supposed drowning, boat capsized, supposed June 25, Lively.

McDonald, William, 30, master, Scotch, supposed drowning, boat capsized, supposed June 25, Lively.

McGregor, Duncan, 40, fisherman, Scotch, drowning, June 25, Bruce.

McKeen, John, 21, mariner, hoveller, Dover, drowning (while hauling in main sheet he slipped and fell overboard Vessel lost main boom, etc.), June 27, abreast of Dungeness, Myrtle.

McKenzie, Donald, 45, fisherman, Scotch, drowning, June 25, Bruce.

McKenzie, John, 48, fisherman, Scotch, drowning, June 25, Bruce.

McKinnon, Neil, 36, A.B., Scotch, drowning (while taking a line to shore from the vessel he fell out of the small boat), Feb. 16, Glasgow Harbour, Fire Queen.

McLachlan, W., 41, A.B., drowned, ship lost, Jan. 26, sea, Rohilla.

McLeod, Alexander, 24, fisherman, Scotch, drowning (boat totally wrecked), June 25, Skail Bay, Orkney, Douglas.

McLeod, Donald, 29, fisherman, Glentolsta, drowned (struck by the bolt-rope when tacking and knocked overboard), July 24, Bonnie Lass.

McLeod, John, A.B., missing, supposed drowned, vessel wrecked, Jan. 16, 1889, Formosa, Anglo-India.

McMillen, William, 31, Belfast, Auckland, N.Z.

McRae, John, 1st mate, missing, supposed drowned (vessel wrecked), Jan. 16, 1889, Formosa, Anglo-India.

McRae (I), William, 35, fisherman, Sootch, drowning, June 25, Bruce.

McRae (II), William, 35, fisherman, Sootch, drowning, June 25, Bruce.

McVicar, Alexander, 30, A.B., Argyleshire, drowning (tried to get on board at night by the mooring rope and lost his hold), July 29, Glasgow, Ueda.

Maddin, Thomas, 48, fireman, Perth, syncope (had been drinking heavily and was found dead), May 8, Benin, Calabar.

Majunke, G., A.B., missing, supposed drowned, vessel wrecked, Jan. 16, 1889, Formosa, Anglo-India.

Male, John, 39, fireman, Birkenhead, congestion of the brain, June 14, at sea, Paliorus.

Maltman, Johnston, 45, master, Berwick-on-Tweed, inflammation of the stomach, May 22, Dingwall, Fanny Durant.

Manson, John, 41, fisherman, skipper, Scotch, drowning (boat struck a reef and capsized during hurricane), June 25, Westray Firth, Maggie.

Mantle, A., 18, apprentice, St. Albans, inflammation of the brain, Mar. 23, Helston.

Marr, George, 33, master mariner, Quaco, N.B., yellow fever, Mar. 25, Rio Janeiro, Mistletoe.

Martin, Thos., 52, A.B., London, supposed drowned about Jan. 6, River Scheldt, Hasbek.

Matveyev, Matvei, 34, seaman, bronchitis, July 20, Marseilles Hospital, Gouchar.

Medley, Geo., 41, A.B., Halifax, N.S., June 14, Antwerp, *Wayfarer*.

Meighen, Thomas, 25, May 26, Antwerp, Hevelins.

Miller, W. J., 33, Liverpool, accidentally drowned, July 9, Cardiff, *Thomas Haynes*.

Milton, James, 20, A.B., Bristol, accident (killed by falling from aloft), Dec. 21, sea, Sierra Colonna.

Mills, F. G., or Coward, John (P.), about 18, stowaway, England, fell down No. 3 hold; broken skull, June 30, Nordmaling, Sweden, Fernlands.

Mitchell, John, 24, A.B., New York, drowned, ship lost, Jan. 26, sea, Rohilla.

Montgomery, J., 30, fireman, Paisley, inflammation of the bowels, June 22, sea, Manhattan.

Moossa, Adoo, 40, Lascar, Bombay, vomiting and gastritis, April 7, sea, Ravenna.

Moore, Henry, 19, 3rd cook and sculleryman, Birkenhead, fracture of skull (knocked overboard by a sling of cargo), May 22, Valparaiso, Britania.

Morton, William, 44, chief engineer, North Muirton, rupture of blood vessel, May 25, Calao, Mendoza.

Murray, Keanth, 21, fisherman, Scotch, drowning (boat totally wrecked), June 25, Skail Bay, Orkney, Douglas.

Napier, Lionel, 32, mate, Rhyl Denbigh, missing (supposed drowned), June 17, sea, off Bardsey, Neptis.

Newman, Christopher, drowning (capsizing of boat, partial), July 13, off Goring.

Newton, William, 52, A.B., Whitstable, strangulated hernia and peritonitis, June 30, hospital, Liverpool, *Etruria*.

Nightingale, Joseph, supposed drowning; vessel lost; boat missing, Nov. 25, Coast of La Plata, Nylghan.

Oberg, J., A.B., supposed drowning, vessel missing since April 9, sea, Bilbao.

Oliver, Alexander, 27, seaman, Scotch, Ayr, unknown, supposed consumption, Feb. 12, sea, Glenesk.

Oliver, W., supposed drowning; vessel lost; boat missing, Nov. 25, Coast of La Plata, Nylghan.

Olsen, A., mate, supposed drowning, vessel missing since Jan. 31, Kent.

Page, William George, master, supposed drowning, vessel missing since April 9, sea, Bilbao.

Pallant, William, mate, supposed drowning, vessel missing since April 9, sea, Bilbao.

Pardoe, Joseph, 19, O.S., London, Sydney, *Trowbridge* (dis. sick, March 16).

Patterson, Jas. or Joseph, 29, fireman, Alloa, chronic enteritis, June 22, Malta, *Alonso*.

Pennycook, J., 32, A.B., Dundee, drowned, ship lost, Jan. 26, sea, Rohilla.

Peterson, John, A.B., missing; supposed drowned; vessel wrecked, Jan. 1, 1889, Formosa, Anglo-India.

Petersen, John, A.B., supposed drowning, vessel missing since Jan. 31, Sussex.

Peterson, Peter, A.B., missing; supposed drowned; vessel wrecked, Jan. 6, Formosa, Anglo-India.

Place, Edward William, master, vessel burnt, May 29, off Woosung, Paoching.

Pope, James, 42, A.B., Bristol, embolism, Feb. 9, Notre Dame Hospital, Montreal, *Dominion*.

Potter, Hy., 36, A.B., Folkestone, pneumonia, Mar. 13, Hospital, Philadelphia, *Maine*.

Prendergast, W., A.B., supposed drowning, vessel missing since Jan. 31, Kent.

Purdy, G. J., 26, April 14, Hong Kong Harbour, Avochie.

Reay, Thomas, 33, cook and steward, British, drowning, Jan. 30, Rosario, Iron Queen.

Reid, John, mate, supposed drowning, vessel missing since Jan. 31, Sussex.

Renton, John Campbell, 41, master, Tweedmouth, heart disease, Jan. 8, Berwick, s.s. Queen.

Richards, James, 50, boatswain, British, Portsmouth, abscess of liver, June 7, sea, s.s. Kaiser-i-Hind.

Robertson, Malcolm, 36, fisherman, Scotch, drowning (boat struck a reef and capsized during a hurricane), June 25, Westray Firth, Maggie.

Robertson, William, 20, fisherman, Scotch, drowning (boat struck a reef and capsized during a hurricane), June 25, Westray Firth, Maggie.

Robinson, William, 38, chief engineer, English, found dead in alleyway b'th-house on board ship, June 22, Philadelphia, s.s. Montana.

Rowik, Joseph, 27, fireman, British, drowned, May 28, s.s. Godolphin.

Ryan, John, 40, fireman, Carlingford, drowning, June 29, sea, s.s. Ousel.

Salomon, Louis, 33, A.B., Nantes, drowned, ship lost, Jan. 26, sea, Rohilla.

Saunders, Thomas, 40, fireman, British, congestion of the brain, June 6, Port St. Louis du Rhone, s.s. Wimbledon.

Saunders, Stephen, 40, master, Essex, missing, supposed drowned, Mar. 4, River Medway, Cooling-wood.

Savage, James, 43, fireman, Belfast, general breaking up and decay of the system, June 21, sea, s.s. Plato.

Scott, E., 26, A.B., English, fell overboard, June 6, sea, Lancing.

Shulver, John, 23, cook and seaman, London, jaundice, June 30, sea, Little Wonder.

Sizer, Charles, 39, A.B., Great Yarmouth, drowned (fell from side ladder when going over the side against orders), June 26, 5 miles E.S.E. Flamborough Head, s.s. John Johnnasson.

Smith, Arthur, 46, 1st hand, Beccles, Suffolk, drowned (boat capsized in a squall), July 22, off Fynemouth, Willing Lass.

Smith, Charles, 19, apprentice, British, drowned (overbalanced while coming down the rigging), Nov. 29, 1889, Campana, Cicero.

Smith, George, 40 (or 42), butcher, English, Southend, accident (fell into the hold; in quest held), June 24, Carriag, Carlisle Castle.

Snelling, John, 38, chief engineer, London, June 17, Portugal, s.s. Ross.

Spiesowski, Theo., A.B., missing; supposed drowned (vessel wrecked), Jan. 6, 1889, Formosa, Anglo-India.

Stern, Alfred, alias Judd, Henry, 37, A.B., London, congestion of the lungs, June 15, sea, The Hahnemann.

Stone, Thomas, 58, master, Portsmouth, accidentally killed by a fall, March 15, Hartlepool, Thorney Is'and.

Storey, William, A.B., fell overboard (while at the side lights), March 20, sea, Athena.

Stout, Donald, 21, fisherman, Scotch, drowning (boat struck a reef during hurricane), June 25, Westray Firth, Maggie.

Suddis, John, 61, carpenter, Shields, drowned (lost hold whilst coming in from making fast the jib), June 30, 15 miles west of Beachy Head, Lucinda.

Swanson, Alexander, 27, fisherman, Scotch, drowning (boat struck a reef and capsized during hurricane), June 25, Westray Firth, Maggie.

Tann (supposed), A.B., supposed drowning, vessel missing since April 9, sea, s.s. Bilbao.

Thomson, William, 30, A.B., Newhaven, died suddenly; supposed of heart disease, June 9 Mandara.

Thomas, Cornelius, 29, fisherman, Bacup, Lancashire, drowned (the vessel's boat was run down by the smack "Rochefort") July 20, North Sea, Percy Walter.

Thompson, Edwin, 18, O.S., Cowick, Yorkshire, drowned (fell from bowsprit when stowing jib sail), July 26, Hull Roads, Demaris.

Thompson, John, 18, fisherman, Scotch, drowning (boat struck a reef and capsized during hurricane), July 25, Westray Firth, Maggie.

Thompson, Thos., 30 fireman, British, drowning (fell overboard whilst coming on board), May 31, Boca, Buenos Ayres, s.s. Flaxman.

Thornber, Wm. A., 26, Workington (collision; total), June 12, at sea, West Cumberland.

Thornton, Henry, 46, steward, London, killed (total collision), June 24, off Portland, Ethel.

Thwaite, James, 50, A.B., British, drowned (total wreck), June 25, Solway Firth, Emu.

Thwaites, Joseph, 48, master, British, drowned (total wreck) June 25, Solway Firth, Emu.

Tidmarsh, Edward H., 59, master, Kerry, drowned (total wreck; capsizing of boat), June 3, off Argentine Republic, Dinapore.

Tinsley, Henry, 15, stowaway, Manchester, drowning (while drawing a bucket of water fell overboard), July 8, at sea, Donald Ferguson.

Tooster, T., phthisis pulmonalis, June 4, Port Said, Nubia.

Turpin, Albert, 50, master, English, apoplexy, Feb. 25, Carthagens, s.s. Roxburgh Castle.

Unknown, A.B., supposed drowning, vessel missing since April 9, sea, s.s. Bilbao.

Unknown, 2nd engineer, supposed drowning, vessel missing since April 9, sea, s.s. Bilbao.

Unknown (five), supposed drowning, vessel missing since Jan. 29, sea, Summer Rose.

Unknown (three), supposed drowning, vessel missing since Jan. 3, sea, Uhila.

Wall, Benjn., 37, cook, Newport, Mon., drowned (walked over the quay wall), July 11, Dublin, s.s. Helmsley.

Walker, Thomas, 28, 3rd engineer, Fyfe, pleurisy, Sept. 24, 1883, Callao, s.s. Bolivia.

Walker, William, 20, fireman, Oxford, missing; supposed drowned, June 6, sea, s.s. Venetian.

Walters, Joseph, 50, master, Looe, Cornwall, inflammation of lungs, April 4, Dordrecht, Gudgeon.

Wampo, Canton, drowned, Jan. 17, off Coco's Light, Mary.

Watson, John, 38, O.S., Glasgow, debility, April 27, sea, Eulic.

Watt, Robert, 20, A.B., Scotland, consumption, June 8, sea, Nairnshire.

Weatherburn, J. W., fireman, supposed drowning, vessel missing since April 9, sea, s.s. Bilbao.

White, Andrew, 51, master, Scotland, Kirkcaldy, pleurisy with effusion, May 23, s.s. Cato.

Whittaker, David, 16, A.B., Liverpool, supposed drowning, vessel missing since Oct. 6, 1889, on voyage from Cardiff to Tralee, William Stonard.

Whyte, Andrew, 59, chief engineer, British, pneumonia, through accident; fall, June 8, s.s. Craigton.

Williams, John, A.B., missing, supposed drowned, vessel wrecked, Jan. 6, 1889, Formosa, Anglo-India.

Williams, J., A.B., supposed drowning, vessel missing since Jan. 31, Kent.

Williams, Thomas O., 25, boatswain and purser, Portmadoe, drowned, vessel lost, June 14, off Hasborough Sands, Thomas Owen.

Williams, William, 42, A.B., Liverpool, general break up of constitution, May 25, sea, Falconhurst.

Williamson, Michael, 20, A.B., Shetland, left inguinal rupture, July 10, sea Anchoria.

Willoughby, Alfred, 25, A.B., Penshur, April 27, Episcopal Hospital, Philadelphia, Duchess.

Wilson, David, 32, 2nd engineer, Dumbarton, drowned (vessel burst), May 29, off Woosung, Pauching.

Wilson, Charles Holmes, 26, fisherman, Hull, drowned (boat capsized), July 14, North Sea, Striver.

Wingate, Harry, 17, apprentice, English, accident by falling from aloft and overboard, April 21, Lady Jocelyn.

Wood, John, 34, master, Ramsgate, drowning (was standing on rail reeling, and slipped overboard), June 30, on the Ridge, Nellie.

Woodruff, Jas., 33, steward, Stockport, fracture of skull, with compression of the brain, July 18, Hospital, Cardiff, Beresford.

Wotherspoon, J., chief engineer, drowned (fell or walked over the end of the wharf in the dark), May 25, Assahan, Sumatra, Deli.

Wright, Henry, 19, labourer, British, drowned (partial wreck), June 25, Workington, Hannah.

SHIPS SPOKEN.

Achievement, barque, of Liverpool, steering south, Aug. 19, 45 N, 10 W.

Antilla, steering west, Aug. 18, 46 N, 33 W.

Argonaut, ship, of Greenock, from London, steering S.W., July 15, 3 N, 22 W.

Athenian, s, Southampton to Cape Town, Aug. 19, 14 N, 17 W.

Amelia, for Barbadoes, Aug. 18, 35 N, 16 W.

Adelaide Mary, for Cork, July 21, 2 N, 30 W.

Avoca, British barque, New York to Rotterdam, Aug. 6, 40 N, 64 W.

Buckingham, for Dundee, Aug. 9, 14 N, 26 W.

British Prince, English steamer, steering west, Aug. 18, 49 N, 34 W.

Bertie Biglow, of Yarmouth (N.S.), steering east, Aug. 20, 48 N, 38 W.

Blackadder, London to Brisbane, Aug. 10, 5 N, 13 W.

Bellini, s, Aug. 21, 49 N, 7 W.

Brenda, from Liverpool, 57 days out, July 18, 29 S, 21 W.

Berwickshire, for Cape Town, July 25, 13 N, 28 W.

Brablock, English ship (L.F.V.J.), steering south, Aug. 16, 31 N, 18 W.

City of Delhi, English ship (WPVL), steering south, Aug. 16, 31 N, 18 W.

Chala, English vessel (JWSP), steering south, July 21, 41 S, 58 W.

Calliope, British barque, Nickerson, Swansea to St. John (N.B.), Aug. 7, lat. 51, long. 27.

Calbeck, for Adelaide, Aug. 14, 22 N, 22 W.

County of Linlithgow, four-mast, bound SW, Aug. 20, 48 N, 10 W.

Cynisca, English ship (RJTB), steering south, July 30, 17 S, 37 W.

Catherine, ship, for New York, steering west, all well, Aug. 8, 46 N, 35 W.

Canning, British ship (WTB), July 26, 46 N, 16 W.

Charles Loring, from Pernambuco, July 19, eight miles off Connetable Island, awaiting wind, would load at Connetable for Philadelphia, and sail about Aug. 5.

"Dakefield," schooner-rigged steamer, steering east, Aug. 14, 37 N, 4 E.

Drumlanrig, for Rio Janeiro, Aug. 17, 38 N, 14 W.

Duchess of Albany, for San Francisco, Aug. 21, 50 N, 7 W.

Dom Pedro, barque, steering east, Aug. 13, 31 N, 43 W.

Elvira Camino, of Bristol, Coast of Africa to Bristol, steering north, all well, July 17, 15 N, 28 W.

Edith, of Yarmouth (N.S.), Aug. 16, 42 N, 45 W.

Eider, s, Southampton to New York, 50 N, 18 W.

Ellen Holt, barquentine, of Grimsby, steering west, Aug. 21, 49 N, 6 W.

Flora, barque, of Genoa, steering east, Aug. 21, 630 miles from Queenstown.

Glenlyon, for Rosario, July 24, 15 N, 26 W.

Glenbervie, barque, of Glasgow (QMNL), steering east, Aug. 18, 48 N, 36 W.

Glenfinart, British ship, Stirrat, Greenock to San Francisco, Aug. 8, 50 N, 9 W.

Hannah, barque, Aug. 19, 50 N, 22 W.

Hattie F. Rich, British brig, Yarmouth (N.S.) to Barbadoes, Aug. 11, 41 N, 66 W.

Hong Kong, s, London to Japan, steering SW.

Isabella, three-mast brigantine, Wilson, steering SW, Aug. 24, four miles SW of Codlin Lightship.

Java, for Bahia Blanca, — 26, 31 N, 19 W.

Jane Porter, barque, of Belfast (QCFJ), Aug. 11, 39 N, 33 W.

J. T. North, barque, bound SSW, July 19, 31 days out, 4 S, 28 W.

JLTR (English ship), steering north, Aug. 8, 14 N, 28 W.

J. B. Walker, Aug. 13, 45 N, 43 W. (not the G. B. Walker, as before reported).

James Aiken, English barque (MLPC), steering south, July 21, 41 S, 58 W.

Knight of the Garter, of Liverpool, steering west, all well, Aug. 6, 3 S, 29 W.

Kate Crosby, British barque, M'Master, Barrow to Newcastle (N.B.), lat. 56, long. 32.

King's County, for Rotterdam, Aug. 20, 52 N, 47 W.

Loochoo, of London, Aug. 20, 43 N, 35 W.

Loch Ken, English ship (JGCW), steering north, Aug. 8, 14 N, 28 W.

Martha Edwards, of Fowey (ZWRN), Aug. 12, 39 N, 53 W.

Marie Stahl, of Rostock, steering south, Aug. 7, 13 N, 26 W.

Mary J. Baker, for Buenos Ayres, Aug. 7, 7 N, 28 W.

Maxwell, steering SW, Aug. 22, 45 N, 8 W.

Norman McLeo', for Melbourne, Aug. 11, 15 N, 25 W.

Ocean Ranger, for St. Catherine's, Aug. 9, 11 N, 26 W.

Ocean Chief, for Frey Benten, 12 N, 26 W.

Port Jackson, four-mast ship, steering south, Aug. 22, 46 N, 7 W, all well.

Poseidon, for Port Pirie, Aug. 17, 30 N, 18 W.

Pallas, for Melbourne, July 24, 14 N, 27 W.

River Thames, British ship (WJGD), Aug. 20, 50 N, 8 W.

Rakala, barque, London to Wellington, steering south, Aug. 10, 11 N, 26 W.

Sokoto, British barque, Liverpool to Calcutta, July 3, 10 S, 25 W.

Star of Erin, barque, Canterbury (N.Z.) to London, steering north, all well, July 28, 22 S, 40 W.

Scandia, s, steering west, Aug. 17, 52 N, 2 E.

Skelmorlie, ship, Newcastle to Iquique, 44 days, July 19, 4 S, 28 W.

Sir John Lawrence, Liverpool to Quebec, Aug. 2, 48 N, 37 W.

Seafarer, ship, Liverpool to Rangoon, all well, Aug. 22, 47 N, 7 W.

Traveller, English ship (SLWN), Aug. 6, 10 N, 28 W.

Talisman, for Talcahuano, Aug. 17, 38 N, 14 W.

Thunderbolt, English ship (VNLP), steering south, all well, Aug. 14, 29 N, 21 W.

Thermopylae, ship, Cardiff to Singapore, July 17, 12 S, 28 W.

Twilight, Liverpool to Concepcion, "July 17," 14 N, 27 W.

Victory, of Mandal (JFQR), Aug. 19, 49 N, 14 W.

Valdivia, for Valparaiso, Aug. 7, 8 N, 28 W.

Valparaiso, barque, of Liverpool, steering south, all well, July 30, 16 S, 37 W.

Villalta, steering south, July 17, 11 N, 37 W.

Virgilia, s, Aug. 11, in Straits of Magellan.

Wisconsin, s, bound east, Aug. 22, lat. 45, long. 54.

Zingara, of Jersey, steering west, Aug. 18, 46 N, 33 W.

THE PROPOSED SHIOPWNEES' UNION.—This Union is not intended to be in any way hostile to the various labour organisations so far as their reasonable demands are concerned, but the promoters intend to resist unreasonable demands. The whole thing is at present tentative, but steps will be taken which will eventuate in something very important.—*Liverpool Journal of Commerce*.

ALLEGED STABBING ON THE HIGH SEAS.—At the Hull Police Court on Aug. 22, Antonio Allons, a native of De Vere Island, and a fireman on board the steamship *Gem*, of Newcastle, was charged with unlawfully cutting and wounding a fireman on board the same vessel, named Thomas Morris, on a Saturday night in the early part of July. The case was adjourned to find out the native language of defendant and provide an interpreter.

THE RIVAL SEAMEN'S UNION.—The Shipowners' Association of Cardiff have had sent to them by the Boarding Masters' Guarantee Association a detailed statement of the reason why it is proposed to establish a new Seamen's Union. The statement is that the shipowners have sustained heavy monetary losses by the unjustifiable interference of the Sailors' and Firemen's Union, and that the seamen shipped from Cardiff are in the proportion of five non-Union men to one Unionist. The new Union will, the *Shipping Gazette* says, be based on the sliding system, according to the state of the freightage. The new Union will, it is anticipated, enrol at least 10,000 to 12,000 members per annum.

UNION VICTORY AT HULL.—The steamer *Norfolk*, of Yarmouth, lying in the Prince's Dock, Hull, was blocked by the Dockers' Union, acting in conjunction with the National Union of Seamen and Firemen. It seems to have been the practice on board this vessel to employ the seamen and firemen in discharging cargo, and although this alone was very distasteful to the Union, the knowledge that the men in question were non-Unionists led to prompt action being taken. During the afternoon the dispute was settled, and work resumed, the owners having signified their intention of employing none but Unionists, and acceded to the demand of the Union that the men should be paid Union rates, viz., 30s. 4d. per week.

A NEW SUBMARINE BOAT.—An Italian engineer, Signor Balzamello, has just invented a submarine boat. The principal feature of the vessel is that it is spherical. In the interior is room for the machinery, by which it is possible to propel, steer, sink, and raise to the surface again with perfect ease and simplicity this *palla nautica* (nautical ball), as it is called in Italian. It is, moreover, fitted with lenses, by which those in the interior can not only guide their way, but also see the submerged articles that it is desired to bring to the surface. For this purpose the nautical ball is furnished with grapnels and hooks on the outside, which can be manipulated from the interior. Both on the surface and under the sea it can be steered either in a direct line or turned with perfect ease.

IN THE DOG WATCH.

The preparations for the Trades Union Congress at Liverpool are being made on an unprecedented scale. It is doubtful whether Hope Hall will accommodate the 400 delegates, unless they overflow into the galleries, as is the custom in the House of Commons on great occasions. One of the features of the gathering will be a grand procession of the trades of Liverpool and the district. The procession will be headed by the Liverpool reception committee, followed by the band from Cope's factory; next the Parliamentary Committee of the Congress; and then the various trades in their allotted order, with bands and banners. It is expected that about 60,000 or 70,000 members will take part in the demonstration. Mr. Burt, M.P., and Mr. Broadhurst, M.P., will be the guests of Mr. R. D. Holt during the Congress.

As illustrating how the spirit of Unionism is spreading in New Zealand, we extract the following from a private letter, dated Wellington, July 11, 1890:—"The federation question here is for the moment eclipsed by the question of Unionism, which is very strong in New Zealand. There is hardly a trade that has not got its Union, even to the farriers, the bushfellers, and the hair-dressers. The cooks and stewards have struck against giving hot suppers to the travellers arriving on board the coasting steamers from the late trains; the travellers have struck against giving tips to the cooks and stewards; the railway *employers* have struck against boy labour and more than eight hours a day, including the time when they are "standing down"—i.e., when their trains are not running. The latest phase is a strike of the officers of the coastal steamers."

Early this morning (writes a passenger on the P. and O. *Rosetta*, under date Red Sea, July 13) we were all astonished to hear that the ship had run down a huge shark, and was carrying it along on her stem a little below the surface of the water, and so it proved to be. The monster had been caught a little behind its head, and its body was spread along the port bow, while its head appeared on the starboard bow. In order to dislodge it the ship had to be sent astern, and as it fell away it was seen that the impact of the ship's stem and the resistance of the water had almost combined to cut the body in two. It must have been quite a patriarch amongst the Red Sea sharks, for it was fully 30 feet long, and all the sailors said they had never seen such a large one.

FIREMEN'S WILFUL DISOBEDIENCE.—At the Hull Police Court on Aug. 25, William Coates, fireman, was summoned for wilful disobedience to lawful commands on board the Hull steamship *Internes* at Novorossiisk on July 21, and also on Aug. 18 on the high seas. The defendant, it appeared, had been put on duty to wipe down the engines, which at the time were stationary. Coates, after waiting till his watch expired, went off duty and proceeded forward saying he had done eight hours and would not do any more. He refused to do the work. The other men remained on till the work was completed. On the second occasion the defendant, with another fireman named Lynch, who was also summoned, refused to work, although the other men obeyed the orders. The Bench ordered a commitment for 14 days in the case of Lynch; and Coates was committed for 14 days in each case.

AUSTRALIAN SHIPPING STRIKE.

STRIKERS SHOW A DETERMINED ATTITUDE.

CONFERENCE OF MELBOURNE AND SYDNEY SHIPOWNERS.

LONDON DOCKERS SUPPORT THE MEN.

Seamen in the Australian ports have struck with such unanimity that the whole export trade of those colonies is paralysed. Luckily Australian exportable produce is not of the perishable kind, but the pitched battle between shipowners and men will involve delay, loss, and disturbance of trade. The wharf labourers have joined the strike of the marine officers and seamen. At Sydney the number of men on strike has reached 5,000. The despatch of the homeward mails is not interfered with. At a meeting of 400 employers of labour, at Melbourne, on Aug. 21, a resolution was adopted pledging all present to support the shipowners in resisting the demands of the men on strike. The situation is daily becoming more critical, and the prices of coal, sugar, and provisions are rapidly advancing. The effects of the almost total stoppage of the shipping trade through the strike are daily becoming more marked and more far-reaching. In Victoria and New South Wales business of all kinds is gradually coming to a standstill, and other colonies are affected, though less immediately. Meanwhile ironworks and other factories are expected to close from want of coal and nine collieries at Wollongong, in New South Wales, have already stopped. The coal from the Wollongong mines is chiefly used for steamers, and with the laying up of so many vessels the demand for fuel has ceased, while at the same time there is no transport for the seaborne coal. The trades organisations are voting large sums of money to support the strikers. No attempts have yet been made at mediation for the settlement of the differences, as at present such action is regarded as hopeless. Twenty steamers were on Aug. 23 lying at anchor in Melbourne Harbour, and the English mails for Tasmania had not been despatched. Mass meetings were held on Aug. 24 at Melbourne and at Sydney. The speeches delivered were couched in moderate but firm language, and the proceedings passed off in perfect order.

The shipowners of Melbourne and Sydney have held a conference at Albury, which is on the border between New South Wales and Victoria, but it has been adjourned for a fortnight. The owners, however, addressed a letter to the Seamen's Union refusing to employ any officer affiliated to the labour societies, on the ground that such a course would be utterly subversive of discipline. The letter states that the average profit in the colonial shipping trade is under 5 per cent, and as compliance with the seamen's demands would involve a loss of £200,000 annually, the simple alternative is to lay up the vessels. The shipowners intimate that they are preparing revised articles placing the hours of labour and wages on a basis more equitable to the employers. Blacklegs are said to be abundant in Sydney. Before adjourning, the conference decided to offer the following monthly rates of pay with victuals and permanent employment during good behaviour: Officers, £15, £12, and £10, according to grade; engineers, £20, £16, and £14; firemen, £8; trimmers and seamen, £6. The crew to receive a shilling an hour overtime in port when working more than eight hours daily. Wharf labourers to be paid a shilling an hour, and 1s. 4d. an hour overtime.

Considerable disturbance occurred at one of the wharves at Brisbane on Aug. 25, owing to Unionists preventing passengers from embarking. Blows were struck, and several persons were injured. The excitement in connection with the shipping strike at Sydney is increasing, owing to the employment of non-Unionists. The trimmers and cranesmen at Newcastle have struck work. The shipowners in Sydney and Melbourne have entered into a bond to subscribe £20,000 towards the expenses of fighting the men's organisations; while the latter are equally determined to spend every shilling which they can levy on their members in support of their just cause. All the men employed in one of the mines in the Newcastle colliery district have struck work without notice. The Seamen's Union have called out the crews of the Union Steamship Company of New Zealand steamers trading to Melbourne and Sydney, on account of their

being affiliated to the Shipowners' Society. The associated mine owners have decided to close all the pits at Newcastle in consequence of the men having broken their agreement with the employers. The police force at Sydney is being strengthened. Many special constables are also being sworn in, to replace the military, who have been ordered to Newcastle, where excitement prevails. The hands employed on the coasting steamers of the Union Steamship Company of New Zealand have arranged to go out on strike, thus involving the stoppage of the whole of the seaboard traffic. As anticipated, all the gas stokers at Melbourne have gone out on strike, as a protest against the employment of non-Unionists to unload coal. The Phoenix Foundry at Ballarat, the principal engine factory in the Colony, has stopped work for the want of fuel. Some vessels are being discharged at Melbourne notwithstanding the efforts of the strikers to molest the workmen. Many non-Unionist labourers are also working at Sydney. The police is being reinforced.

The cablegrams to hand from Australia concerning the great shipping strike there have aroused considerable excitement and eagerness to assist among the seamen, firemen, and dock labourers at the London docks. At the Victoria and Albert Docks, where between 5,000 and 6,000 dock labourers are now daily employed, at "pay time" there is much discussion as to the ways and means of best helping the Australian Trades Unionists, who were so generous to the London docker when his fight with the dock directors occurred.

The Executive of the Dock, Wharf, Riverside, and General Labourers' Union, numbering some 500,000 members, of whom 24,000 are in London, have decided to make a levy of 1s. a week upon each member towards the support of the Australian dockers as long as the dispute lasts. Telegrams have been despatched from London to Brisbane, Sydney, and Melbourne, asking the branches of the Trades Hall Council at those and other Australian ports for particulars of the assistance which they require at the hands of English Trade Unionists beyond monetary aid. Efforts are being made, it is reported, on the part of London Trade Unionist representatives with a view of inducing Australian shipping firms in London to use their influence in the direction of an early concession of the strikers' demands.

The *Daily News*, commenting upon the strike, says:—"Among the various strikes which are going on in Australia, in America, and on the Continent, the fight between shipowners on the one hand, and the whole organisation of labour at the Australian ports on the other, is altogether the most important. Seldom, if ever, before has so uncompromising a struggle been undertaken; probably never before was there seen such disciplined operations. There appears to be no neutrals, few wavers, and no interference from third parties is permitted. Each army appears to be thoroughly equipped for the battle, or siege, or whatever the struggle may most resemble in regular warfare. The men have chosen their own time to begin the conflict, and have pitched upon the busiest season in the whole Australian year. It is in October that the squatters bring down their wool for export—and when it is mentioned that the Australian "clip" is valued at twenty millions sterling, the importance of that annual movement will be grasped—but in September importers are usually busy getting in the machinery, implements, furniture, and what not, which is always most largely in demand about the time at which the wool clip comes forward. There is, in short, a kind of annual fair at the chief Australian ports. The strikers have, therefore, with fine perception of the effect of their action, hit upon this time of the year for asserting their rights, or estimated rights. They believe that pressure will be put upon the shipowners to give way before the annual fair-time has come and gone. Public opinion in Australia, it may be remarked, usually favours the working men, and has little sympathy with capital. The working population are most powerfully represented in the Colonial Legislatures; they have asserted their power in the way of Protection, and have succeeded in stopping assisted immigration, with slight exceptions in favour of female servants and the like. They do not fear a strong turn of public opinion against them. But it has to be seen whether, with all their completeness of organisation and discipline, they are the real masters of the position. You cannot long control a market, however powerful be the legislation or combination employed; and that fact has been seen again and again, whether the market was for grain, or for cotton, or for copper, or for silver, or for labour. Assuming the men to be successful in Australia—and against the market, so to speak—there is an enemy in their rear which will have to be reckoned with, not only in Australia, but in Europe and elsewhere as time goes on. North Queensland will probably become an autonomous

colony early next year, and North Queensland wants coolie (not Chinese) labour for her sugar estates and mines. Once the door were opened to coolie competitors Australia might be overrun by cheap labour.

A MATE DROWNED AT SUNDERLAND.—On Saturday night, Aug. 23, whilst the schooner *Mystery* was being towed to sea from Sunderland Harbour, the mate, Wm. Elliott, was accidentally knocked overboard by the mainboom. When picked up Elliott was found to be unconscious, and when taken into port life was found to be extinct.

THE CARDIFF DOCKERS' DISPUTE.—The action taken by the Cardiff Chamber of Commerce for the establishment of a Conciliation Board is generally approved by the Dockers' Union, the dockers having waived their claims until after the railway strike was settled. The dockers have since the settlement of the railway men's dispute held several conferences, and it is announced that they have slightly modified their demands. Their first demand—for the exclusion of non-Unionists—has been excised. The dockers are anxious for the formation of a Conciliation Board on the same basis as that of the Coal Trade Sliding Scale Committee. They heartily support the project of a Wages Board proposed by Sir W. T. Lewis. They are anxious, however, that in the first instance their specific case should be dealt with.

ACTIVITY IN THE CLYDE SHIPBUILDING TRADE.—There is quite a spurt in the Clyde shipbuilding trade, and it is announced that several vessels of large tonnage have been placed for the Clan Line Messrs. Stephen & Sons, Linthouse, Glasgow, have contracted to build three of six steamers of large tonnage, the other three having gone to the Tyne. Then, again, four vessels of 5,600 tons each have been placed for the British India Steam Navigation Company, two with Messrs. Denny Bros., Dumbarton, and two with Messrs. A. & J. Inglis & Co., Pointhouse, Glasgow. They are intended for the Queensland trade, and will make fifteen knots per hour. Two sailing vessels of 1,800 tons burden for Hamburg owners have gone to Messrs. Charles Connall & Co., Scotstoun, Whiteinch, Glasgow; and two powerful dredgers to Messrs. Ferguson & Co., Paisley, for the Japanese Government. Other new vessels are under negotiation. These new orders, together with those secured in the lower reach of the Clyde, should very materially help to fill the many vacant berths in Clyde yards.

MATE'S CLAIM FOR WAGES.—At the Lowestoft Police Court, on Aug. 20, Isaac Cooper, second mate of the steamer *Britannia*, of Sunderland, lying in Lowestoft Harbour, sought to recover, under the provisions of the Merchant Shipping Act, from the master of the same vessel, Alfred Digman, the sum of £1 19s. 4½d., balance of his wages due to him. It appears that whilst at Malmö, Sweden, where they had taken a cargo of coal, the staving used in the unloading of the vessel was broken through the negligence of Cooper, the master alleged, in exceeding his duties. A claim was made by the authorities upon the ship, amounting to £1 19s. 4½d., which the master sought to deduct from the mate's wages for the month. The magistrates discharged the master's claim, and gave a full order in favour of Cooper with costs.

ALLEGED LIBEL ON DOCK UNION OFFICIALS.—At the Liverpool Police Court, on Saturday, Aug. 23, before Mr. J. Kinghorn, deputy stipendiary magistrate, a dock labourer named Thos. B. Kierman was charged on a warrant with writing and publishing a pamphlet, posters, and bills containing statements charging Edward McHugh, the general secretary of the National Union of Dock Labourers of Great Britain and Ireland, and others, with being convicted forgers, and with having obtained money by fraud and false pretences. Mr. McHugh had the leadership and control of the dock labourers' strike in Liverpool in March last, and the defendant was one of the committee-men, but had been expelled from one of the meetings. After that, and recently, he published a pamphlet and issued bills charging Mr. McHugh with imposition, fraud, obtaining money under false pretences, with being a slanderer, a forger, and with creating a strike in the city for the purpose of suiting his own selfish and mean ends; with glorying in the wretchedness of the people because it brought money to his own pocket. Evidence was given as to the publication of the bills and pamphlets, and as to their scandalous character; and the defendant, who said he had a complete answer to the charge and could prove all he said, was committed for trial, but admitted to bail, himself and another surety of £50 each.

SEAFARING DISASTERS.

Argo, from Dram, is reported by telegraph to have gone ashore at Langeskaer.

Assaye, iron barque, Greenock.—It is now considered certain that this vessel, which sailed from London on Feb. 19 last for Wellington, New Zealand, has foundered with her crew of 24 hands. She crossed the equator on March 16, and has not since been heard of. It is supposed that she was lost in the June gales.

Argomene, British ship, San Francisco for Queens-town, has put into Parahyba, having been in collision with the Liverpool ship *Dovenby*, which is said to have sunk, seven of the crew being lost. *Argomene* disabled.

Ariel, British s., in leaving Havre collided with steamer *Don Pedro*, alongside wharf in ballast. latter was struck amidships on starboard side, and has four plates above water stove in and two iron stanchions and rails broken. *Ariel* sustained no damage, and proceeded for Cardiff.

Charles T. Jones, steamer, from Newcastle, with coals, is reported by telegraph to have stranded east of the entrance to Civita Vecchia, but it is hoped will be got off.

Cneordi has been towed into Neuwe Deep. She has five feet of water in the hold.

Cape Breton, British s. (report from St. John's, N.F., says), has gone ashore at Petty Harbour, and remains, fore compartment full of water. A steamer will be sent to her assistance. The *Cape Breton* sailed from Sunderland, Aug. 16, for Sydney, C.B.

David Saffern, three-masted schooner, Cardiff for Buenos Ayres, Aug. 21, put in St. Vincent, C.V., with loss of main topmast. Part of her cargo will have to be discharged. Vessel repaired, and will, it is hoped, proceed in a few days.

Earl of Rosebery, loaded coal, when proceeding to Cardiff, Aug. 26, struck quay wall entrance to docks, holing port bow with fluke of anchor, and will probably discharge.

Franklin, British steamer, reported aground 44 miles Danube.

Federation, which was reported from Saigon, Aug. 22, as having capsized alongside the wharf at that place, has been lifted and placed in safety.

Glenbervie, from Portland, when running into Sligo Harbour, grounded at Deadman's Point, but came off on the tide and drove on to Metal Man Rock; is expected afloat at high water. Blowing strong.

George Heaton, British s., from Sulina with maize for Gibraltar, has gone ashore at Zandjerbozan. Strong north wind.

Golden Rule, British ship, from Pensacola for River Plate, put into Barbadoes, leaky, and will probably have to discharge.

Hildegarde, British s., Buenos Ayres for Liverpool, has arrived at St. Vincent with refrigerator collapsed. Had jettisoned the whole of her meat cargo.

Holsatia, s., West Indies for Havre, passed Scilly at 7 a.m. Aug. 25, with piston cracked.

Harlow, British steamer, experienced (Havre telegram says) heavy weather; lost 48 feet main-rail, and stanchions and bulwarks (51 feet of starboard, and 25 feet of port), and had gallows wrecked.

Latharn, British steamer, from Philadelphia for Glace Bay, is (Lloyd's agent at Yarmouth, N.S., says) ashore on Soldier's Leige, and is full of water. She lies badly; chance of getting off extremely doubtful. She has since been condemned and will be sold Sept. 2.

Lotus, s., of Liverpool, was proceeding up the Thames, Aug. 21, when off King and Queen Wharf she collided with the steamer *City of Amsterdam*, doing serious damage to the latter's port bow. The *Lotus* had bowsprit carried away. The *City of Amsterdam* put into Millwall Dock for repairs.

Manx Queen, British barque, from Rio Grande do Sul for Barbadoes, has put into Rio Janeiro with loss of main and mizzen masts; no damage to hull.

Mary Graham, with lumber, went ashore near Point Rich, Straits of Belleisle, on 17th inst. Prospects saving cargo. Vessel probably a total wreck.

Maryston, British steamer, during a fog, Aug. 18, in lat. 37 N., long. 3 E., was in collision with a vessel, name unknown, and has two plates bent and two frames broken on starboard bow.

Meatmore, s., London for Boston and Baltimore, general cargo, has anchored at Plymouth. Cargo in No. 2 hold caught fire at about 2 a.m. Aug. 25. Two Government tugs (*Hearty* and *Trusty*) alongside, also tug *Vizier*, all three pumping water in *Meatmore*'s hold. Latest intelligence was fire apparently out. Vessel been shifted into Catte-water, where she remains aground. Gangmen shifting cargo from No. 2 hold on deck to see if fire is really out.

Nestor, steamer, belonging to the Ocean Steamship Company, is reported from Hong Kong ashore 40 miles west of Haikow, on a sandy bottom. Lighters have been sent to her. Fine weather. Prospects favourable.

Nigel, s., of Bristol, when about to proceed to Antwerp with general goods, struck the pier at Princes-street Bridge, River Avon, on 19th inst., breaking two hull plates on port bow.

Princess of Wales, paddle steamer, previously reported filled with water at Gravesend, has been freed from water. Bottom of the vessel uninjured; the only damage being to water to the interior fittings.

Peter Graham, which stranded in Totland Bay, has been got off and proceeded to Portsmouth.

Redbrook, steamer, of Cardiff.—Captain Williams, the master, has wired to the owners stating that the vessel has been sunk in St. Nazaire Roads by collision with the steamer *L'Amérique*. Three of the crew lost.

Satellite in launching at Port Glasgow met with a serious accident to sternpost through fastenings giving way.

Sobralense, British mail steamer, from Para, has been towed into Funchal by the British steamer *Theresa*, with propeller lost.

Strathallan, s., Clyde and Liverpool for Penang, previously reported ashore six miles south of Tor, Red Sea, floated Aug. 21, after discharging part of her cargo, and sailed. Part of her cargo been re-shipped.

Trotbeck, s., from Newcastle for Gibraltar, arrived at Plymouth Aug. 25, with machinery slightly damaged.

Ulanda, British steamer, from St. John for Halifax, has gone ashore on Cow ledge, Briar Island.

AT NEWCASTLE-ON-TYNE on Thursday week, the steamer *Britannia* arrived from Leith, and her owners had prepared themselves for an emergency. They carried from the loading port the labourers to unload the vessel in the Tyne. The secretary of the Seamen's and Firemen's Union urged them to stop and support the Newcastle men in their efforts to help the Danish men, but they refused. Another vessel, the *Pladda*, was discharged by her crew.

STRANGE SCENES IN THE DOCKS.—In celebration of a great religious festival, commencing on Saturday, Aug. 23, and lasting seven days, the Mohammedans employed by the Peninsular and Oriental Steamship Company and the British India Steamship Company held a carnival on Saturday evening in the Royal Albert Docks. Some of the men, representing devils, and others fantastically attired, marched along the quays, headed by streamers and boys beating tom-toms, and on reaching the various vessels danced a fanatic dance to the great amusement of those on board. The parade has been repeated each day this week, and the ceremony of blessing the temple and drowning Satan gone through.

SERIOUS OFFENCE BY A QUARTERMASTER.—Neil Clyde, recently a quartermaster on board the steamship *City of New York*, was brought up on remand at the Liverpool Police Court on Aug. 25, charged with stealing a quantity of jewellery belonging chiefly to Miss Eastlake, the actress, while on board the ship. Mr. Marks, who prosecuted, stated that after a thorough investigation he had come to the conclusion that, whoever had stolen the jewellery, it was not the prisoner, although he was found in possession of the property. The prisoner was a member of the Royal Naval Reserve, and if convicted of felony he would lose his pension as well as his position. Hitherto he had borne an excellent character. The magistrate fined prisoner £5 and costs, or in default two months' imprisonment, for not accounting for the property.

THE DANISH SEAMEN'S STRIKE.—A settlement of the dispute which had arisen between the Tyne labourers and the members of the Sailors' and Firemen's Union on the one hand, and the Danish shipowners on the other, in connection with the sailors' strike in Denmark, has been arrived at. A meeting of representatives of the labourers and of the Sailors' and Firemen's Union and representatives of the shipowners was held, when, after prolonged discussion, terms of agreement were drawn up, subject to the approval of the shipowners at Copenhagen. The terms of agreement are:—1. That the Danish owners should recognise the Danish Sailors' Union. 2. That the old hands should be reinstated as soon as possible. 3. That the Danish shipowners should take into consideration the desirability of granting an advance of wages to their employes.

SHIPMASTERS AND OFFICERS
WHO WISH TO
PROTECT THEIR INTERESTS,
OR
OBTAI FAIR WAGES,
SHOULD AT ONCE JOIN THE
UNION OF SHIPMASTERS
AND OFFICERS
OF GREAT BRITAIN AND IRELAND.
Registered No. 552.
Head Office: 83, MARKET PLACE, SOUTH SHIELDS.
Members can be enrolled and Cards and
Rules Returned
By forwarding entrance fee, 10s. 6d., and 4d. for card
and rules of membership, by postal order to
GEORGE T. LUCCOCK. Secretary.

SEAFARING MEN
SHOULD JOIN WITHOUT DELAY,
AS THE
ENTRANCE FEE IS BEING RAISED,
THE
NATIONAL AMALGAMATED
SAILORS' AND FIREMEN'S UNION
Of Great Britain and Ireland.

Among the chief objects of this powerful Union
are:-

To obtain reasonable Hours of Duty, and main-
tain a fair rate of wages;

To provide for the safety of Ship's Work;
To provide a good Class of Men, who shall be on
board at the appointed time, and in a sober con-
dition, ready for work;

To provide assistance in case of Illness, Accident,
and Shipwreck; and

To provide Legal Assistance for all Claims and
defences.

Full particulars may be had of any of the Secre-
taries, whose names and addresses are:-

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street,
secretary; J. S. Watt, Esq., advocate, 7, King
street, law agent. Meeting, in the Offices,
49, Marischal-street—contributions, 7 p.m.;
business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie.

ARBOATH.—J. Wood, 17, Ferry-street, Montrose.
ARDBOSSAN.—W. Galbraith, 58, Glasgow-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-
road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 34, Sydenham-street,
near Shipping Office, Barry Dock, secre-
tary; J. H. Jones, Esq., St. Mary-street,
Cardiff, solicitor; Dr. Gore, medical officer, High-
street, Barry. Meeting, Thursday evening, 7.30,
at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st.
Meeting, every Wednesday evening at 7.30 p.m.

BLYTH.—James Heatley, 9, Market-street. Meet-
ing, Tuesday evening, 7 o'clock, at Mr.
Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—F. F. Gant, Pierhead. Office hours,
9 a.m. to 5 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-
street, King's Lynn. agent; W. Bennett, 14,
South-street, King's Lynn, secretary.

BRISTOL.—T. J. Dancy, 46, Prince-street, Queen's-
square, secretary; Captain C. T. Taylor-Rae,
president; Dr. Triston, 115, New Cut, medical
officer; Mr. Cross, May-chambers, Clare-street,
solicitor; Captain Langdon, 69, Queen-square,
treasurer. Meetings, every Monday evening,
7.30 at the Ship, Redcliff Hill; every alternate
Saturday, 7.30 p.m., at Steam Packet Hotel,
Horwell-road.

BURNTISLAND.—Jas. Moody, 12, Somerville-street,
secretary, who is to be found at the office till
9.30 p.m. any night; Alexander Mackintosh,
Esq., 41, High-street, law agent. Meeting,
every Monday evening at 7 p.m.

CALCUTTA.—70, Bentinck-street.

CARDIFF.—John Gardner, Sailors' Union Institute,
West Bute-street, secretary; Dr. De Vere
Hunt, Westbourne-crescent, Canton Bridge,
near Bute Castle, medical officer; Joseph
Henry Jones, Esq., St. Mary-st., solicitor. Dr.
De Vere Hunt attends at above Institute daily
at noon.

CORK.—Michael Austin, 6, Patrick-street.

DOVER.—Albert Martin, 13, Commercial Quay,
Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.—James Fitzpatrick, Quay-st., Dundalk,
secretary. Agent in Drogheda, John Castell,
123, Chord-road, Drogheda.

DUBLIN.—John Dench, 87, Marlboro'-street, Meet-
ing, Friday evening, 7.30 p.m., at 87, Marlboro'-st.

DUMBARTON.—J. McNe, Kirk-street, agent.

DUNDALK.—J. Fitzpatrick, Quay-street, secretary.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-
lane, secretary; Messrs. Cowan & Dunbar, 3,
Reform-street, Dundee, solicitors. Meeting,
Monday, 7.30 p.m.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's
Union, corner of Dock and Albert-streets,
secretary; F. Addie, Esq., solicitor. Meeting,
Monday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street,
secretary; Mr. W. Ruthven, president; R. A.
Rennie, Esq., 146, West Regent-street, law
agent. Meeting, Thursday evening, 7.30 p.m.,
at 102, Maxwell-street. Phone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-nd., Goole,
sec.; R. W. E. Whitehead, Esq., Bowalley-lane,
Hull, solicitor. Meetings, Tuesday and Friday
evenings, 7.30 p.m.

GRANGEMOUTH.—Edwin Cowie, Seamen's Union
6, South Charlotte-street, secretary. Office
hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m.
to 1 p.m.) Wm. M. Anderson, Esq., Grange-
street, solicitor. Meeting, Monday evening,
at 7 p.m., at office.

GRAVESEND.—John Degin, secretary, Plimsoll
House, The Terrace, Gravesend. Meetings,
Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall 18, Charles-street. Meeting
every Wednesday 7 p.m., at the Queen's Hotel,
High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1,
Kent-st., secretary; Geo. Ide, outside dele-
gate; R. W. E. Whitehead, Esq., Bowalley-
lane, Hull, solicitor. Meetings, Monday and
Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-
street, Gorleston. Meetings at 7, Friars-lane,
every alternate Monday evening, and at 121,
High-st., Gorleston, every alternate Monday.

GREENOCK.—E. Donnelly, 16, East Indi Breast.

HARWICH.—George Stewart, sec., Ship Inn, King's
Quay-st. Meeting, Friday, 7 p.m.

HULL.—J. Hill, Unity Hall, Prince-st., Dagger-lane,
secretary; Mr. John Hussey, outside delegate;
R. W. E. Whitehead, Esq., Bowalley-lane, solicitor.
Meeting, Tuesday and Friday evenings, 7.30.

KING'S LYNN.—Wm. Bennett, Seamen's Union
Offices, St. Ann-street, secretary. Meeting
Friday evening, 8 p.m., at Royal Standard,
County Court-road.

LIMITH.—Robert Smith, Seamen's Union Offices,
15, Commercial-street (opposite Shipping
Office), secretary; W. J. Haig Scott, Esq.,
S.S.O., Constitution-street, Leith, solicitor;
Gilbert Archer, Esq., J.P., treasurer; Mr.
James Brown, outside delegate. Meetings
held on Tuesday evenings, at 7.30 p.m., in
Lifeboat Hall, Blackburn-buildings, Tolbooth
Wynd, Leith.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff
Hall, Cleveland-square, secretary; W. Atcherley
Tetlow, Esq., 8, Westminster-chambers, Liver-
pool, solicitor. Meeting, Monday evening,
7.30, in Malakoff Hall.

LIVERPOOL (North End).—T. Connerty, 116,
Derby-road, secretary; Dr. Leet, Derby-road,
Bootle, medical officer; W. A. Tetlow, Esq.,
8, Westminster-chambers, Liverpool, solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Ship-
ping Office, Tidal Basin, E. Meeting, Friday
evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-
road, medical officer. Telephone No. 5214.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17,
King-st. (over Lockhart's Cocoa Rooms). Meet-
ing every Tuesday evening, in the office, at 8.

LONDON (Green's Home Branch).—A. Mercer, 5,
Jeremiah-street, East India-road, E., secretary;

Dr. Hope, medical officer; Geo. H. Young,
Esq., Arbour-square, Stepney, solicitor.

Meeting, Thursday evening, 8 p.m., at Wade's Arms,
Poplar. Telephone No. 5213.

LONDON (Rotherhithe and Deptford Branch).—
C. Wykes, 20, Forsyth-street, secretary. Meet-
ing, Monday evening, 7 p.m., at Globe Tavern,
Globe Stairs, Rotherhithe.

LONDON (Tug-Boat Branch).—G. Donaldson, 5,
Jeremiah-street, East India Dock-road, secretary.

LONDONDERRY.—A. O'Hea, 27, William-street.

LOWESTOFT.—J. Liuder, assistant secretary, 4, St.
George's terrace, Lorne Park-road, South
Lowestoft.

MIDDLESBRO'.—George Cathey, Robinson's Market
Hotel, Market-place, secretary; Dr. Ellerton,
38, Gosford-street, medical officer; T. Watson
Brown, Esq., B.A., LL.B., 57, Villiers-street,
Sunderland, solicitor; William Jackson, outside
delegate. General meeting, Monday, 7 p.m., at
Robinson's Market Hotel; committee meeting,
Thursday evening, at 7 p.m. Telephone No. 5127.

MONROSE.—John Wood, 17, Ferry-street.
Meeting, Monday evening, 7.30, at office.

MARYPORT.—J. Smith, Elliott-yard, Senhouse-
street, secretary, resides on the premises,
where he can be seen at any time. Meeting,
Monday evening 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad
Chare, Quay-side; H. W. Newton, Esq., 2,
Ellison-place, medical officer; R. Jacks, Esq.,
King-street, South Shields, solicitor; Meetings,
Mondays and Fridays, at Lockhart's Cocoa
Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street,
secretary; Dr. Pratt, Ruperra-street, medical
officer; Digby Powell, Esq., Dock-street,
solicitor; Mr. G. Campbell, outside delegate.
Meeting, Thursday evening, 7.30, at Trades-
men's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. Jas.
Fitzpatrick, Quay-street, Dundalk, secretary.

PETERHEAD.—T. D. Rennie, 66, Queen-street, sec.

PENARTH.—J. Harrison, 34, Sydenham-street,
near Shipping Office, Barry Dock, secretary;
R. J. Trimmer, 26, Clive-crescent, Cogan,
Penarth delegate; J. H. Jones, Esq., St. Mary-
st., Cardiff, solicitor; Dr. De Vere Hunt, medical
officer, Westbourne-crescent, Canton Bridge,
Cardiff, attends daily at the Union Offices,
Cardiff, at noon for Penarth members. Meet-
ing, Thursday evening, 7.30 p.m., at Barry
Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, National Sailors' and
Firemen's Union Office, Forester's Hall, Notte-
street. Meetings, Friday evening, 7 p.m. at the
offices!

PORT GLASGOW.—E. Donnelly, 16, East India
Breast, Greenock.

SEAHAM HARBOUR.—Richard Raine, Duke of Wel-
lington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National
Union Hall, Coronation-street, secretary; G.
Cowie, assistant secretary; Dr. Robson,
medical officer, 1, Regent-street, solicitor; R.
Jacks, Esq., King-street. Meeting nights,
Monday and Friday, at 7 p.m. River secretary
on steam launch, J. Longin, 7, Anderston-street,
Corstorphine Town, South Shields.

SHIELDS (North).—W. Brown, 8, New Quay,
secretary; Dr. Robson, medical officer; R. Jacks,
Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-
st., secretary; Lieut. Tankerville Chamberlayne,
R.N.R., Weston-grove, president. Meeting,
Tuesday evening, 8 p.m.

STOCKTON-ON-TEES.—T. Potts, Palatine Hotel,
Bridge-street, agent; John Hodgson, Palatine
Hotel, treasurer. Meeting, Monday evening,
at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, Prospect-row, near
Shipping Office. Meeting, Monday evening, 7
p.m., at 174, High-st., East. Solicitor, T. Watson
Brown, Esq., B.A., LL.B., 57, Villiers-st.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street,
Palmer's Buildings.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings.
Meeting, Friday evening, at 7 p.m., at office.

WHITEBY.—Paul Stamp, agent, Fleece Inn.

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GLASGOW.—James Bracken, 182, Broomielaw.

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J. WILDGOOSE,
Secretary.

SAILORS' AND FIREMEN'S UNION

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Any Contributions paid at 23, KING STREET,
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UNION.

Signed on behalf of the Executive Committee,

J. H. WILSON,
General Secretary.

TO ADVERTISERS.

NOTICE.

Every Master and Mate in the Merchant
Service of Great Britain should, at every
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as its columns are the only place to
find what is transpiring in the cabin and
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GEO. T. LUCCOCK, Sec.

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By order of the Executive.

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TO CORRESPONDENTS.

Correspondents must write on one side of the
paper only anything meant for publication, and
address, not to 36—40, Whitefriars-street, but to
150, Minories, London, E.

All communications should be addressed to
ARCHIBALD COWIE, SEAFARING Office, 150,
Minories, London, E., to whom remittances must
be made payable. (Post Office Orders at Minories,
London, E.) The Editor declines all responsibility
for rejected manuscripts, although when stamps
are enclosed he will endeavour to return such
matter as he may be unable to use.

Communications arriving so late as
Thursday cannot be guaranteed in-
sertion.

Seafaring.

SATURDAY, AUGUST 30, 1890.

SEAMEN'S DISCHARGES.

As most of us are aware, a great portion
of the law regulating the shipping interests
of this country is to be found in the
Merchant Shipping Act, 1854, and the Merchant
Shipping (Amendment) Act, 1862, while all
the other measures subsequently carried
into law are but supplementary and amending
in their scope and declaration. It is
also well to recollect that the House of
Commons, in the days when those measures
were passed, did not contain any representa-
tives of the working classes, but was a
House of Commons consisting even more
exclusively than it now does of county
squires, selfish capitalists, lawyers, and
wealthy shipowners, who legislated not in
the interests of the people, but of them-
selves. By the Act of 1854 (Section 172) a
master, upon the discharge of a seaman, or
upon payment of his wages, is bound to
sign and give him a certificate of his dis-
charge.

charge in the form sanctioned by the Board of Trade. This discharge must contain a statement of the period of his service, his rating or capacity, and the place of his discharge. Any master failing to do this incurs a penalty of £10. The master is further bound (Section 176), upon every discharge effected before a shipping master, to make and sign in the official log a report of the conduct, character, and qualifications of the persons discharged, or may state in a column to be left for that purpose that he declines to give any opinion upon such particulars or any of them. These particulars, so far as they concern a seaman, are endorsed on his discharge-certificate. Masters or other persons are guilty of a misconduct who make, or assist in making, any false certificate or report of the service, conduct, or qualifications of a seaman. It is a well-known fact that what is regarded as a bad character at sea is a discharge-certificate which is endorsed "Declines to report," and that no seaman producing a document containing those words, as applied to his ability or conduct, has much chance of getting a ship or readily obtaining employment. When it is remembered that many a master of a ship, for some petty pique or prejudice or other unknown motive, arising perhaps out of a trivial incident or difference during a voyage, is in the present state of the law at perfect liberty to "decline to report" upon the most excellent member of his crew, and frequently exercises this harsh and despotic privilege, we think sufficient justification is made out for an amendment of the statutory provision. Note well that this bad discharge-certificate, containing these well-known words, may be, and frequently is, given to a seaman whose conduct has been exemplary, whose ability and efficiency are unquestionably above suspicion, and against whom, to use a familiar expression, there is not "a scratch of a pen" in the shape of an unfavourable entry in the official log. This is a real grievance, and one that is only too common. Nobody with any sense of fair play can deny that where a false discharge-certificate of this kind is unjustly given, a seaman who thus loses his chance of readily getting a berth should have the power, if he considers he has been unfairly treated, of impugning the accuracy of that discharge-certificate, and of having the question of its truth and validity raised, before some impartial person or persons before the rest of the crew disperses. Yet the law, as it at present stands, enables a master of a ship, without adducing any proof or giving the slightest pretext or justification, to blast the reputation of the most competent seaman. It is therefore clear that the Shipping Act urgently requires amendment in these particular provisions, and that the onus of proof for justifying recourse to what is frequently a piece of harsh and despotic tyranny should rest on the master. Another serious grievance is that the existing law does not provide that a seaman shall have a right to damages where a false or untrue report of his conduct or qualifications is conclusively shown to have been given, though this is a remedy ready to the hands of every servant who enters into any other civil contract. Why should seamen not possess the same rights as other citizens who sustain civil wrongs in the shape of slander or libel, and are amply provided with efficient remedies by the common law? If all masters of ships were fair-minded and humane in the exercise of

their functions, it would be unnecessary to press for an amendment of the law. But no laws would be wanted at all if everybody could be trusted to do what is right, and shipmasters can no more be trusted than other classes, because, like other classes, there are bad as well as good men among them. Now that attention has been called to the need of such reforms, leaders of the Union will not, we trust, lose sight of this matter, but take steps to point out in the right quarter the peculiar hardship of the law with a view to its early amendment. There are far too many grave faults in the Shipping Acts which injuriously affect seamen as a class. But the great power which an organisation like the National Union of Seamen and Firemen now admittedly wields renders it one of the factors to be reckoned with in all future labour questions in this country, and justifies the hope that necessary reforms will not be much longer delayed.

THE DEVIL AND THE DEEP SEA.

That "the heart of man is deceitful above all things and desperately wicked" we are informed on the most orthodox authority, and if the same thing were said of the heart of woman few would venture to dispute the proposition, though the cynical might be disposed to question whether woman, as she is known to most seamen, is troubled with any heart at all. Be that as it may, the side of human nature, whether it be masculine or feminine, usually seen by those who go down to the sea in ships is very much the reverse of amiable. Seafaring men have, as all of us know, too often a terrible time at sea. But they have also too often a terrible time ashore, and it might be hard to decide whether the wrath of the elements and the hardships which men have to face at sea, or the wickedness of man and womankind ashore, is the worse of their troubles.

An American poet remarks with reference to the Almighty:—

O well of old the Psalmist prayed,
Thy hand, not man's, on me be laid;
Earth frowns below, Heaven weeps above,
For man is hate, but God is love.

This may be unfair to men generally. But it is not unfair to the sort of man who usually gets hold of the seaman ashore. Man is, perhaps, hardly the word. Parasite would be more appropriate. His insatiable greed, his burning hatred of everyone who earns an honest living, is only equalled by his fiendish cruelty and his skill in fleecing his victims. He is usually assisted by a number of women, on the proceeds of whose prostitution he deigns to live when his own victims are scarce. Because these parasites, male and female, have existed for a long time, it is assumed that they always must exist, and that the shipping of the country could not be carried on without them. But persons who argue in this way forget that the seamen, like the rest of the working men of this country, are no longer content to be trampled under foot or befooled as they have been in the past. It is not pretended that it is unavoidable that the rest of the working classes should be fleeced, and it is absurd that it should be regarded as a law of nature that seamen must be robbed. Except

the seamen's own apathy there is no reason why they should not help themselves in this matter. The subject of female parasites is too complicated—and too delicate—to discuss in the space at present at our disposal, though on that subject we may remark that the well-meaning people who advise seamen to marry would command more support if they enabled seamen to do so with any prospect of a tolerable existence. Then remains the male parasite. He is usually most dangerous in the form of the seamen's boarding-house keeper. Recognising this fact, we have been careful to refuse the advertisements of persons of that class who are not recommended by the responsible officials of the Seamen's Union, and the Union advises its members to deal only with boarding-houses so advertised. But it is evident that this is not enough. Less than one per cent. of the seamen's boarding-houses in this country are recommended. Out of the remaining 99 per cent., the vast majority are by no means what they should be, and it seems to us that the time has come to grapple seriously with this subject, as the United States Union, young as it is, has already found it necessary to do. Seamen have grievances ashore as well as afloat, against so-called friends as well as against ship-owners, and the discussion of such grievances should be welcomed and encouraged at the meetings of the Seamen's Union, so that members may be warned against their enemies.

NAUTICAL NEWS.

THE steamer *Columbia*, which arrived at Southampton Aug 21 from New York, reports that on Aug. 19, in lat. 51 N, long. 21 W, she passed a dismasted wreck dangerous to passing vessels.

THE *Lissabon*, s. Holm, which arrived at Hamburg Aug. 20 from the River Plate, passed on Aug. 14, in lat. 39 N, long. 12 30 W, the after-part of a copper-bottomed vessel floating bottom upwards.

JOHN PARKINSON, late cook on board the steamer *Aristo*, was charged at Hull Police Court on Aug. 25 with having stolen a quantity of beef, the property of Messrs. Wilson, Sons, & Co. Prisoner was committed for six weeks.

SHIPPING at Portishead Dock, Bristol, is very brisk. For the six months ending June the tonnage returns show an increase of 9,500 tons compared with the corresponding period last year, the total figures for the first half-year of 1890 being 29,599 tons.

THE steamer *Madura*, from Zanzibar, reports that on Aug. 15, about 35 miles west of Vigo, she passed a quantity of wreckage, such as a portion of a ship's lower mast, varnished, white end, a bowsprit, and light screen, and a small "breaker," etc.

THE strike of seamen in Dublin threatens to become a serious matter for the port. Efforts are being made by the Union to bring out the men on all Mr. Watson's Liverpool vessels running to Dublin, the stoppage of which would be disastrous to the Irish cattle trade.

THE strike of the sailmakers at Gainsby, for an increase of 3s. per week, shows no sign of abatement. A keen look-out has been kept at all quarters where the kleges might gain access to the town, but up to the present none have been imported, which is, of course, a source of great satisfaction to the Sailmakers' Association.

AT Hartlepool Police Court, on Aug. 23, a pilot named Thomas Pender and his assistant, John McTalfe, were presented with the silver medals and certificates of the Royal National Lifeboat Institution for gallantry in rescuing two gentlemen, who were clinging to the keel of a capsized pleasure-boat near Longscaer Rocks, in Hartlepool Bay.

THE Naval Court at the British Consulate, Vera Cruz which he d an inquiry as to the loss of the s.s. *Elgin*, Glasgow, has found that the master fell into certain errors of judgment, and that with the exception of these errors he navigated his vessel in a seamanlike manner. Discipline was maintained, and under these circumstances they refrained from dealing with his certificate.

SAILORS' AND FIREMEN'S UNION.

UNION.

(From our own Correspondents.)

LIVERPOOL BRANCHES.

At a general meeting on Aug. 25, Mr. H. R. Taunton presided, Mr. S. G. Brown being in the vice-chair. The secretary moved that the delegates of the Trades Council to the Trades Union Congress next week be instructed to oppose the existing Employers' Liability Bill, and move, second, or support a fresh Bill, which will be applicable to sailors and firemen, as well as any other class of working men. This was carried unanimously. Next, the eight hours movement was dealt with by the Trades Council, and the decision was that it remain an open question for the delegates to deal with as circumstances may require. The secretary then spoke of the necessity of some kind of regalia being worn by the members at the forthcoming trades procession; and on the motion of Mr. G. Garrett it was decided that red, white, and blue rosettes be worn with the Union medal attached. Next week being Congress week, it was decided that there be no meeting on Monday night. Messrs. Fley and Brown were elected marshals for the procession, and Messrs. Noble and Garrett were elected to look after the new banner, with power to choose assistants. Two members from the s.s. *Liddesdale* complained that she was going to take 200 tons of railway iron on deck for Coronel, which they considered too much deck cargo. The secretary of the Bootle Branch was instructed to go down to the ship and ascertain her state, and the action of the members in coming to the meeting and stating their grievance instead of causing any trouble on board the ship on the point of sailing was commended. The secretary then drew the attention of the members to a rival Union which is being established in Liverpool, with Mr. Hornsby as district secretary, he being an expelled member from the Tower Hill Branch, and the rest of his colleagues men of a similar stamp. Mr. Brown moved they be altogether ignored, and that members make known as much as possible what they are and all about them. This was seconded by Mr. J. Hall, and carried. Mr. Bernard then moved that the men sailing in the African boats be compelled to obey the rules of the Union as to the wages question without any consideration for the trade they carry on, or otherwise be expelled from the Union. Mr. F. Tittley seconded this, and it was carried.

GLASGOW BRANCH.

The usual weekly meeting was held in the Typographical Hall, 102, Maxwell-street, on Aug. 21, Bro. W. Ruthven in the chair. The case of T. Gilpin, who had fallen greatly in arrears with his contributions, and had been given several chances of work to enable him to liquidate the same, was then considered. According to the committee's decision, he was to pay a fine of 5s. and all his arrears within two weeks' time, or otherwise be expelled, Bro. P. Carlin contending that on no consideration should Gilpin be allowed to work as a Unionist, but be expelled at once. A motion being made to that effect was negatived by an amendment that the committee's ruling be upheld, the amendment being carried, with one dissentient. The next case was that of P. Cox, boatswain of the s.s. *Australia*, who had been fined 5s. and ordered to give Bro. R. Scott one day's pay for engaging him to work on board the vessel and then countermanded the engagement by telling Scott next morning that another man had been engaged in his place. Scott appeared before the committee on Tuesday evening and gave his version of the story. The boatswain having been summoned to attend, failed to put in an appearance. Being now present he was asked for his statement, which he gave, with the result that the committee's decision was overruled, Cox having his fine and day's pay returned to him. He then retired (having to sail in the morning) thanking the members for their impartial decision. Correspondence was then read from Ardross on the rate of wages from that port, requesting the Glasgow Branch to see that all crews or parts thereof signing articles in Glasgow for Ardrossan receive that rate, so that no friction may arise among crews by having one portion paid more than another. A letter was read from the captain of the s.s. *Ivanhoe*, complaining of one of the Glasgow members leaving his ship in Hull on the point of sailing. The whereabouts of the member not being known, he could not be dealt with, but, fortunately, his card had been sent, so that before shipping again he must call for his card or send for it, and he will then be called upon to answer for his

conduct. A letter was read from the general secretary (Mr. J. H. Wilson) on his proposed visit, and from the rigger members in Dumbarton, asking him to come among them and set things right, they having fallen sadly behind with their contributions, though no one taking an interest in them. The secretary intimated that arrangements had been made and he purposed going down on Friday evening. Bro. J. Smith asked that J. Quigley be admitted a member of the Union. It was agreed that he be admitted a member by paying the current entrance fee, 25s., and renouncing the Local Riggers' Union entirely. The secretary then intimated that according to instructions received from the head office, he had called a special meeting of delegates from the respective Branches of the West of Scotland to decide who should be appointed to represent the Branch at the coming Trades Union Congress to be held in Liverpool on Sept. 1, 1890. It had been decided at that meeting that himself and the delegate from Leith be the two representatives. Bro. J. Smith moved, and Bro. McEwan seconded, that the decision of the special meeting be adhered to, which was carried unanimously. Reference was then made to what is becoming rather prevalent, viz., men leaving their ships on the point of sailing, or failing to turn up at all, causing great inconvenience to officers and engineers, also a serious loss to employers, owing to the vessel's being detained at Glasgow or Greenock to procure other crews to fill the vacancies; the secretary pointing out the great injury that members (who were guilty of such actions) were causing to the Union and themselves generally, and telling them that such conduct would not be tolerated any longer. It was the only stone which the shipowners had to hurl at the Union, but he was sorry to say it was a serious matter. It was scandalous to think how the six men of the crew of the s.s. *Warwick* had treated Messrs. Donald on Bros., by failing to join that vessel, the firm only the day previously conceding sixpence per day more on the shore rate of pay, making it one of the best paying firms on the Clyde. However, as their cards were in the office, they would require to call for them before shipping again. By that means there would be an opportunity of dealing with them. He hoped that members of the Union, of the Glasgow Branch specially, would give heed to his remarks, and for the future make it a point to be at their respective ships at the time appointed, and in a sober and correct condition, fit to fulfil the duties assigned them, and thus earn the goodwill of their employers and officers, at the same time upholding the prestige of the Glasgow Branch. Bro. O. McGregor then spoke on men taking contracts for the tiding and shifting of ships while in harbour, and contended that they should be contracted for, and the proceeds equalised, similar to the method pursued by the boiler cleaners. The secretary said that he was glad that Bro. McGregor had brought this question up, as it had been a source of much annoyance to him lately. Bro. R. McBride moved, and Bro. McEwan seconded, that any member taking a contract must equalise the proceeds, and also that the contract must be finished before another be taken, thus allowing members working along the harbour the same facilities of obtaining employment and sharing equally in the proceeds thereof. This was unanimously carried, and closed a very lengthy meeting.

DUMBARTON SECTION.

A meeting of this section was held in the Lesser Burgh Hall, No. 2, Dumbarton, about a dozen members being present, also J. D. Boyd, H. Duffy, J. and R. McBride, from Glasgow. Mr. R. McBride (who was asked to preside) in opening the meeting drew attention to the fact that they could not, according to the rules of the organisation, constitute themselves a Branch until they had their numbers increased to a membership of 60, only 42 being at present on the roll. However, their object in coming to Dumbarton that night was to arrange matters for the working of the Section until they could claim to be called a Branch and have power to elect office bearers. He invited suggestions from any of the members present. Mr. J. Campbell then made some remarks about being put under the control of the Greenock Branch. He and other members thought that since their formation they were being looked after properly by the Greenock Branch and wished to be under the control of the Glasgow Branch. Other members expressed themselves similarly. Mr. Boyd replied that he would only be too happy to assist them in any way, but in the meantime he asked them to elect one from their number to be agent, so that to him they could pay their contributions and report any grievance. On the motion of Bro. J. Campbell, seconded by Bro. J. McCallum, Bro. J. McNeel was elected agent to receive contributions and look after the interests of the Dumbarton members, each member pledging himself to urge his fellow

workers to join, that the numbers of the Section may be sufficiently increased to constitute a Branch. It was also decided that the register of Dumbarton members be handed over from Greenock to Glasgow, Mr. Duffy pledging himself to keep it separate from his other books, to call regularly every fortnight to receive the contributions from Bro. McNeel, and when the Section can be termed a Branch to hand it over to whoever may be appointed secretary, with a true and faithful account of all entries. After Mr. Boyd and Mr. McBride had spoken the meeting closed by the members all declaring their entire satisfaction with the interest taken in them by the Glasgow officials, and thanking them for the same very heartily. All are pretty sanguine of having Dumbarton a full-fledged Branch in a very short time. It is a very flourishing little place. The shipbuilding yards of Messrs. Denny and McMillan supply very large steamers continually. As it is very near Bowring, where a large number of vessels come in, some pretty good results may be expected.

SWANSEA BRANCH.

The usual weekly meeting was held on Tuesday, August 19, in the Cub Rooms, Bro. Trick presided, Bro. Williams being vice-chairman. A discussion took place about the shore dockmen tariff. It was proposed by Bro. Batty, and seconded by Bro. Dann, that the question be referred to the committee to decide. This was unanimously carried. A complaint of dishonourable conduct was made against Bro. Deans Shea. It was decided that he be fined the full penalty of £3, and if he does not send a written apology for his conduct he be expelled. A discussion followed about the secretary's salary. Ultimately it was decided that the question stand over until the congress which meets in October next. The secretary said that he would accept the 30s. per week as the congress is so near. (Cheers.) It was proposed by Bro. Hill, and seconded by Bro. Fraser, that the money the secretary may have drawn over his salary, as regulated by the Executive, be refunded out of the Branch Management Account. This was agreed to, and the secretary, and Mr. Dawe (treasurer), and Mr. John Trick (president), stand as nominees for the Trades Council. The secretary was also nominated by the casting vote of the chair. (Cheers.) Mr. Gardner (his riot secretary) having addressed the meeting, Mr. Kenny (the organiser of the Swansea Branch) spoke and explained why he was called the converted steward. A hearty vote of thanks was accorded Mr. Gardner and Mr. Kenny for their attendance.

GRAYS BRANCH.

This Branch held its usual weekly meeting on Wednesday, Aug. 20, the president in the chair, five new members were elected. One candidate, named Bond, was refused admission, having made a voyage in the *Ormuz* under false colours. He now wanted to join by paying part entrance fee, but the members would not acquiesce. Several interesting letters were read from delegates in various ships. Bro. Johnston then gave an account of the draw in aid of banner fund, up to the present £16 19s. 10d. had been received, and of this amount £36 5s. 6d. worth of tickets had been sold in the London district alone. Tickets had been sent to 41 other Branches, but with very little success. Seven Branches have not returned anything yet, five Branches returned the books without selling one ticket, of the other Branches Bristol and Swansea sold all that were sent. Londonderry, Hartlepool, Seaham, South Shields, Grimsby, Fleetwood and Burntisland gave good assistance, and some of the small Branches helped to swell the total. Bro. Johnston hoped that the Branches that had not reported would send in as soon as possible and make up the £50. Bro. Devine moved, and Bro. Barns seconded, a very hearty vote of thanks to the secretaries for their assistance. This was put to the meeting and carried unanimously. Bro. Brown, on behalf of committee, moved a vote of thanks to the editor of *SEAFARING*, for advertisements, etc. This was seconded by Bro. Allen, and carried unanimously. The meeting then adjourned.

NORTH SHIELDS BRANCH.

The usual weekly meeting was held on Monday, Aug. 25, Mr. Isaac Walters in the chair. A letter was read from the master of the s.s. *Isle of Cyprus*, enclosing two of our members' cards, and asking the Branch to deal with them. The members have been dealt with according to rule. Discussion ensued about men not going on board their ships at the time appointed, and it was resolved to enforce the rules to the utmost. A letter from the s.s. *Cristol*, referring to some of the firemen running away from the ship in New York. She has arrived in the Tyne, and the engineer has lodged his com-

plaint, which will be laid before the Branch. It is the duty of members of the Union to be at their post at the time appointed, and those who are not will be sure to be dealt with. With reference to some of the local boats there is still a lot of trouble. For instance, the Ben line of this port, they partly defy the Union, so if any Union officials get them in their district, they must keep an eye upon them. Thirty-seven new members were enrolled last week.

SUNDERLAND BRANCH.

This Branch held its usual weekly meeting on Aug. 25 at 174, Hill-street East, Mr. W. Airson in the chair. The secretary in submitting the weekly return to the meeting said that there had been a great scarcity of men during the last fortnight, no doubt owing to the late strike at Cardiff causing them to rush to that part of the country. A steamer came here to sign last week called the *Gellert*. The steward was not a member and the men refused to sign. The captain was told that if he signed him on he would not be able to get any crew. He said he would get a crew somewhere and he signed the steward on. For two days he wandered about like the dove out of Noah's Ark and could not find a resting place, for every Branch in the district was notified of the ship, and after being sent away from South Shields, he came to the office here and said that he would make the steward and everybody join the Union. It was also decided at this meeting that every assistance be rendered to the Officers' Union to pull them up into a position in which they will be able to maintain their rights. A mass meeting was held here on Saturday last, and a large number took part in the demonstration, Mr. Wilson being present. A resolution in favour of a reduction in the hours of labour and a federation of all trades for Parliamentary and Municipal representation was unanimously passed. The miners received Mr. Wilson enthusiastically. Complaint was made to the meeting against several local steamers, whose fore-castles are in a very unsanitary condition. No members out of employment were reported.

SOUTHAMPTON BRANCH.

PRESENTATION TO MR. J. C. CHAPPEL.

At a weekly meeting of the above Branch on Tuesday, Aug. 19, Mr. Glew, the vice-chairman, presiding, an interesting presentation was made to Mr. J. C. Chappel for his services in introducing members to the Union. It consisted of a handsome medal in gold and enamel. In the centre were a couple of hands clasped, with the motto, "Pull together," and on the other side were the words, "Presented for services rendered to N. A. S. and F. U." Mr. Sprow, of the Dockers' Union, made the presentation, and congratulated Mr. Chappel on the zeal and industry he displayed in getting members for the Union. This was the first medal that had come to Southampton, but he trusted that it would be the last. The sailors and firemen of the port would, he trusted, fight shoulder to shoulder with the dockers, who would be faithful to them. Only that day he had been invited by their general secretary to help to put down some tyranny in Dublin, but in Southampton they had just entered on a great battle, which they meant to win. They did not want to produce stagnation and starvation, which would have been the case twenty years ago, for now they were organised. They need not be afraid of any of the trade going away from the port, for if the ships were sent to London, the men there would refuse to unload or load them, and the same would be the case if they were sent to Plymouth or Land's End—cargoes would have to be discharged and loaded at their proper ports. He urged the sailors and firemen to unite, so that when any labour struggle did come, they would all pull together. Mr. Chappel, who was warmly greeted, expressed his pleasure at receiving the medal, the first, he believed, in the southern ports. But he trusted many would earn a similar reward. He had done what he could to bring members. He had had twenty from one ship and twenty from another, and even before a Union was started there he did all he could to get those at head-quarters to start a Branch. He had done whatever he could to advance the interests of the Branch, but he was sorry to say that many of the men had held back. Some had allowed their contributions to get into arrears, and he had tried all he could to persuade them to come in again. If anything happened with the labourers he hoped their men would make themselves felt. No seaman ought to go to sea under £4 a month, for he had to make 12 hours a day seven days a week, and it was shameful to compare the wages there with other places. There had been a little difference in the rate since the establishment of the Union, and there was some conduct money, which many had not earned

through no fault of their own, though he himself had always received it. He complained strongly of the nature of the food supplied, contending that it was the sea breeze that kept the sailors alive. He again thanked them for the kindness they had shown him, and promised to do his best to earn another medal. The chairman also urged that better food should be supplied, and said that sailors should do their utmost to get the present state of things altered. Mr. Sprague and others spoke on the labour question generally, and the meeting closed at 10.15 p.m.

WEST HARTLEPOOL BRANCH.

At the usual weekly meeting held Aug. 22, Mr. Ryder, president, in the chair, 13 new members were enrolled. The financial report showed an income of £45 for the week. The secretary made a complaint against the Marine Engineers' Union. It has been the custom here for some time past for owners, rather than comply with the demands of the Union (notably in the case of the overtime clause), to send their boats by the run to other ports. Little difficulty has been experienced, as the whole of the lumpers are non-Unionists. It was hoped, however, this state of affairs might be altered with the assistance of the engineers, as they had solicited and received the support of the Seamen's and Firemen's Union on three occasions recently in obtaining an advance of 1s. 3d. per day. Consequently, when the owners of the s.s. *Storr Lee* engaged a gang of lumpers to take her to the Tyne, it was deemed prudent to call out the donkeyman, the only Union man, relying on the engineers refusing to proceed with a scab. The scheme was frustrated, however, for the engineers would please themselves and go. A letter was read from Mr. D. Clements promising to deal with the case at Shields. Bro. Darling then moved that a report of the above occurrence be sent to SEAFARING, so that other Branches may know the return they are likely to receive for assisting the engineers. This was seconded by Bro. Nelson, and carried unanimously. A few minor matters having been dealt with, the meeting terminated.

PETERHEAD BRANCH.

The secretary of this Branch of the Union writes:—"In my last report I noted the fact that the crew of the s.s. *Alexander Pirie* had re-shipped at Aberdeen at less than Union wages. This annoyed the members here to such a degree that on the vessel's arrival inquiries were made if the crew could not be taken out. The secretary of the Branch, Mr. T. D. Rennie, made inquiries, and found that the crew did not wish to take the manager by surprise, but sent, through the secretary, the letter found below, the purport of which is honourable, and shows that at least they were making a sacrifice of 2s. 8d. per week for the next voyage."

The following correspondence has passed:—

"DEAR SIR,—On behalf of the seamen and firemen of the s.s. *Alexander Pirie*, all of whom are members of this Union, I beg respectfully to ask that they be allowed, as from next voyage, wages at the rate of 32s. 8d. per week. In making this request, I desire to point out that the rate asked for is now the rate recognised in this port, as well as the ports south of Aberdeen, for all cargo-carrying boats. We further express the hope that this may be granted without worry and trouble.—I remain, dear Sir, yours obediently,—J. O. THOMPSON, Branch secretary."

Mr. Skirving's reply is as follows:—

"DEAR SIR,—Your letter of the 18th inst. was laid before my board of directors at a meeting today, and I am instructed to inform you that the s.s. *Alexander Pirie* has been running on charter for the last few months to several Continental ports on purpose to keep steamer going and give employment to the crew, but, unfortunately, the vessel's earnings have not been sufficient to meet expenses. My directors were, however, averse to discharge the crew so long as the loss entailed was not very heavy. The extra wages you demand for the crew would cause a greater loss than my directors think they are justified in incurring, and they have instructed me to order the vessel home immediately and lay her up—Yours truly, WM. SKIRVING, manager."

The reply of the owners is only worthy of a Company who do not wish to show their hand. Mr. Skirving says, "The extra wages you demand for the crew would cause a greater loss than my directors think they are justified in incurring." What is the great loss? Why the paltry sum of 16s. per week, or six men each at a rise of 2s. 8d. per week. "By all the gods of Olympus," was there ever a Company so hard up for an excuse as "order the vessel home immediately and lay her up," for 16s. per week! Bah! Now comes the trump card to be played at Peterhead. The vessel arrived here

on Friday and the crew reported themselves to the Branch secretary, who made the usual communication, with the result that on Saturday when the crew called for final instructions, they got the following:—"Peterhead Branch, Aug. 23, 1890. 12 noon. No fireman or seaman can sail in the s.s. *Alexander Pirie* for less than 32s. 8d. per week, from the port of Peterhead. Yours faithfully, T. D. RENNIE, Secretary." Fortified by this ultimatum, the crew were informed by Mr. Skirving, who had arrived here, that the request would be granted, and the wages they refused in the forenoon were paid in full, and the s.s. *Alexander Pirie* sailed for Middlesbrough at 6 p.m. with the same crew at the Union wages, so the threat to order the vessel home immediately and "lay her up" has not as yet been carried out. This is now the fifth steamboat which has got into the "nip" in Peterhead, and the crew granted Union wages. The wages here for Union seamen and firemen are:—Weekly steamers (cargo), 32s. 8d. per week; ditto, passenger, 30s. per week; monthly, £4 for coasting ships, and day's work of 10 hours, 5s.; time and half from 6 p.m. to 6 a.m. We do not expect any more trouble here after the firm stand made by the acting committee and secretary. The present speculative nature of the seal and whale fishing has brought some of our members to consider whether they should go by the share or wage. The share of late has not given great satisfaction to our members and at the next meeting the following resolution will be discussed:—"That seeing the great risk to life and the hardships endured at the seal and whale fishery prosecuted in Greenland, as well as the great amount of clothing carried, some outlays worth from £20 to £30, we consider A.B.'s and firemen's wages should be £6 per month, O.S. £3, with usual proportion of share money upon oil, skin, whalebone, when over 100 tons of oil, or one ton of whalebone is on board. No oil, or skin, or whalebone money being demanded below 100 tons, but 150 tons to 200 tons the share money be doubled, below one ton of whalebone no demand for the money, but two tons to three tons be doubled, three tons up quadrupled. That all the crew shipped in Peterhead be Union men. The master, first mate, and second mate, first engineer and second engineer being excepted, providing he can show a Board of Trade certificate of competency. The monthly wages at the majority of the Union ports will be £4 5s. or £4 10s. next month. The herring fishery has almost collapsed, and a good number of the hired men have had their passage paid for them, otherwise they would have been left on the parish. Some of the Union men have done fairly well, but the majority would have done better by waiting for a vessel at South Shields, thereby saving their passage money."

DUBLIN BRANCH.

At the usual weekly meeting on Friday, Aug. 22, Bro. Maxwell presided. Discussion arose on a letter received from Mr. Connolly, secretary of the Dock and Quay Labourers' Union in Dublin, relative to a boy named Quinn, who had come out of the British and Irish Steam Packet Company. Bro. John Lee, of the Sunderland Branch, who is acting as Irish organiser, addressed the meeting on the subject, and while very ably pointing out that the boy was entitled to some remuneration on account of the manly part he took, he advised the Branch not to make a precedent of the case, because, unfortunately, when Union men were passing through a great crisis, there were always to be found men who would take advantage of the Union. After some further discussion on the subject, it was proposed by Bro. Johnson, and seconded by Bro. Daly, and unanimously agreed, that the boy Quinn receive 10s. per week strike pay until he is either reinstated in his own work, or gets some other employment. A long discussion then arose about two Union men, named William Wall and William Lowe, who, contrary to instructions, took the s.s. *Countess of Dublin*, belonging to the British and Irish Steam Packet Company, out of Dublin, with some others, during the present strike. At a former meeting it was agreed that all the members who were in the s.s. *Countess of Dublin* should be expelled from the Union. Bro. Johnson then proposed, and Bro. Daly seconded, that the resolution in reference to these two men only should be rescinded as it would appear that they left the *Countess of Dublin* in Plymouth, and reported themselves to Mr. Evans, district secretary there, who advanced them £3 16s. for maintenance and passage to Dublin. The proposition was carried, it being further decided that they be received back to the Branch, like the prodigal son, but that they pay back between them the £3 16s. which they received in Plymouth, and be fined in the sum of £3 each. Bro. Wall and Lowe were then admitted, and agreed to the terms, on which they were reinstated. Correspondence

relative to a scheme of amalgamation with the Fishermen's Union was then discussed, a paper being handed in signed by a seaman and fireman saying that if we amalgamated with the fishermen, we should be amalgamated with the whole of Mr. Carty's Union. The Seamen's Union rules specify that an A.B. must show four years' discharges and a fireman one year's, to entitle him to enrol as a member, and the Union guarantees none but reliable men, who can do their duty in a seamanlike manner. It was decided that fishermen who can show the above discharges and comply with the rules and regulations of the Union be admitted members. Bro. Johnson then called attention to the case of a member of the Belfast Branch, named Patrick Garraty. It appears that P. Garraty did some scabbing during the February and June strikes, and is under a fine to this Branch if he joined the Union. He, however, went to Belfast and joined there. The secretary was instructed to write to Mr. Price, secretary, in Belfast, acquainting him of the facts of the case. The godfather of the Branch, Mr. P. A. Tyrrell, of the Amalgamated Engineers, then addressed the meeting. While promising that the Sailors' and Firemen's Union might feel assured that they would get every support in taking their men, if there were any of them, out of the British or Irish Steam Packet Company, advised the members of the Branch to stand firm in the bonds of Unionism and the cause of the working man was sure to succeed. Bro. John Lee, the organising secretary of Ireland, was requested to stay in Dublin and see this struggle to a successful issue. The secretary was instructed to write to the general secretary in London, as well as to the secretaries of the Engineers' Society relative to the strike. The meeting then terminated.

At a subsequent special meeting, it was resolved that the case against Bros. Burke, Boyle, McGuire, and Donnelly, who went in the s.s. *Countess*, remain in abeyance for the present, until the strike was finished, that they be then called on for judgment, but for the present be acknowledged as Union men.

NEWPORT BRANCH

The usual weekly meeting was held on Thursday, Aug. 21, Bro. Wm. Rogers in the chair. The weekly accounts were read by the secretary and received with cheers, being the highest by £30 yet recorded, and the number enrolled during the week 86. The very interesting ceremony of presenting Bro. Wm. Rogers with the gold medal for services rendered to the Union followed. Mr. J. Gardner (Cardiff), and Mr. Gibbs (treasurer), were appointed delegates to the Trades Union Congress. Mr. J. Gardner, district secretary, pointed out the great benefits to be derived by means of this Union, also advising the members to be prepared at all times to submit their cases to the officials of the Branch, who should be in a position to deal with them in a manner best calculated to serve the interests of the Union. Mr. Gardner resumed his seat amidst applause. The meeting was enthusiastic, and the attendance large, all being delighted with the progress the Branch is making.

MIDDLESBROUGH BRANCH

The general meeting was held in the Market Hotel Club-room, the president in the chair. There were no new members. The secretary gave a short address upon the principles of Trades Unionism, several members afterwards discussing the subject. A special meeting was held for the purpose of unfurling the new banner, the president (Mr. J. Mucklow) presiding; Mr. Wm. Bowden (vice-president) being in the vice-chair. The secretary read a letter of apology from T. W. Brown, Esq., who was expected to preside at this meeting. He was in London on business and could not attend. A telegram was also read from Mr. Bentham, the newly-appointed legal adviser, apologising for non-attendance, owing to business. Mr. J. R. England subsequently unfurled the banner amidst loud applause, and after a few remarks on the designs (Mr. Plimsoll's portrait coming in for a large share of the applause), the meeting was enlivened by songs and recitations from the following members—Wm. Fletcher, the chairman, J. Hardy, J. J. Robinson, and the secretary. Mr. England (the general treasurer) was then asked to present an illuminated address to Mr. J. J. Robinson, on behalf of the members of this Branch. Mr. England said, in making the presentation, that he always liked the old motto—"The path of duty is the path of safety," and he thought that this was a duty, and a very pleasing one, which he had been called upon to perform, for he knew that Mr. Robinson was a man who deserved it. He had always been a good friend to the Union. He was a willing worker and always ready for action when wanted. Mr. Robinson was an old

friend of his, for they had been on duty together both in Cardiff, Sunderland, and London, and he always found Mr. Robinson equal to the duties he had to perform. After reading the inscription upon the address, he called upon Mr. Robinson to accept the address presented to him by the members as a mark of the high esteem in which he is held by his fellow members. Loud cheers were given when Mr. Robinson arose to receive the address. Mr. Robinson suitably thanked the members for their present, and assured them that nothing but death would make him part with the beautiful address so kindly presented to him. A vote of thanks was accorded by acclamation to Mr. England for his attendance, he having put himself to great inconvenience to be present. Mr. England, responding, alluded to the different duties he had to perform. During the day he had been in Newcastle giving strike pay to the quayside labourers who had been stopped from working the Danish and Leith boats. That was not so pleasant a task as the one he had just performed, but whatever it was, pleasant or not, he could assure them he was always ready to do service for the Union and all seafaring men. A vote of thanks to the chairman brought a very pleasant evening to a close.

ABERDEEN BRANCH

The usual weekly meeting was held on Monday, Aug. 25, Mr. J. Farquharson presiding, there being a large attendance of members. The chairman intimated his resignation, which was accepted. Mr. Robert Rae was unanimously appointed in his place. The secretary next reported the success of the Union in this port, detailing what the Hull dockers had done to assist them. The hearty thanks of the Branch was accorded to the Hull dockers for their cooperation. The Branch is succeeding in every respect. Members are much more hearty. Last week was the largest financial week the Branch has had since its formation, the receipts being over £31. The inquiry into the loss of the steamer *Bayswater* took place here this week. The relatives of the seamen were represented by our local advocate. The future action of the Branch will be duly reported.

GRANGEMOUTH BRANCH

The usual weekly meeting was held on Monday, Aug. 25, Mr. A. McNab presiding. The income and expenditure were read, all present being highly satisfied with them, many saying they were glad to see the Branch in such a good condition. The secretary, Mr. E. Cowie, was elected to represent the Branch at the Trades Union Congress. It was also resolved that any member found guilty of backing out of a ship be fined for the first offence 2s. 6d., for the second 5s., for the third 7s. 6d., unless giving a satisfactory reason for so doing. The secretary then stated that there were two men in one of the local steamers that were receiving the wages the Union had been the means of maintaining, and he thought it was high time that they were compelled to become members. The secretary was instructed to approach them, and should he fail to induce them to join, it was decided to support him in applying the lever, and if possible clear the ship or take them out and let Union men fill their places, taking care that the owners of the vessel, or her officers, be not put to any inconvenience by the action the secretary may take. It was then moved by Mr. J. Gilchrist, and seconded by Mr. A. L. Ward, that we, the members of this Branch, pass a vote of confidence in our secretary, Mr. E. Cowie, and we will support him all we can to try to induce the old members of this Branch that allow themselves to wander away from us through the severe fines that were inflicted upon them by the late secretary, to return and strengthen the Union. The meeting then closed with the usual vote of thanks to the chairman and all officers of the Branch.

DUNDEE BRANCH

The usual weekly meeting was held Aug. 25, in the Seamen's Hall, Candlerane. There was a fair attendance of members, Mr. R. Price, the secretary from Belfast, being also present. The report of the delegate (J. Donovan) on board ship *Albion*, which sailed from Dundee via Cardiff to Australia, was received. In a graphic account he stated that on the commencement of the voyage the sidelights were in a very bad condition, and having no other lamps to put in their place while they were being trimmed, the lives of the crew were greatly endangered. The cook was a Mahomedan, and his religion did not allow him to taste the food he cooked. It was badly cooked, and he, the delegate, would urge all Union men not to sign with such men, but allow them to go to sea as cooks for "scabs." E. Cartage, a member of the Dundee Branch, got a slight hurt in the leg by the shank painter when the vessel was going into Cardiff

Docks. He was afterwards discharged from the ship. When the ship was ready for sea the captain managed by a bit of diplomacy to ship a crew of scabs at £3 per month, the wages in Cardiff being £3 10s. Mr. J. Blake, a member of the Dundee Branch, signed articles along with the scabs, and failed to inform the Union officials in Cardiff that scabs were signing. He being present at this meeting was fined 5s. Nothing was done to the sidelights while the ship was at Cardiff. They were left in charge of the youngest apprentice to trim, which to the delegate's mind was far from right, as apprentices are very careless and do not know the danger of neglecting the lights. The delegate also stated that the second officer of the ship *Albion* was a disgrace to British officers, using very foul language. It was disgusting even to a seaman's not over-sensitive ears. On Oct. 13 he boarded the *Queen Victoria* from San Francisco to Queenstown, and sent a few copies of *SEAFARING* on board, to let them know of our grand Union and the good it had already done. One night on the passage to Cape Town, the man was taken off the look-out to set sail, there being no one on the look-out for about three-quarters of an hour. The delegate thinks a man should have the right to refuse to leave the look-out between dark and daylight. At Cape Town he visited the ship *Bay of Bengal*, and found there were no Union men on board. He visited the ship *Leander* and found that all the A.B.'s were members of the Greenwich Branch. The officers, carpenters included, complained about the ship not having sufficient ballast, this being evidently done to induce the crew to refuse to go to sea. It being the opinion of several experienced men in Cape Town, not belonging to the ship, that she is far too light to run down the Eastern, all the crew are more or less doubtful of her reaching Australia safely. Having very fine weather and smooth water arrived at Walaaroo all safe. A member who was on board the s.s. *Regius* when she was run down in the Hoogly, his clothes having all gone down with her, came to the meeting without any proof that he was a member of the crew. The secretary was instructed to pay him the shipwreck benefit whenever he brought proof that he had been discharged from the s.s. *Regius* in Calcutta. A letter from Mr. Moodie, of Burntisland, stated that J. Stewart, a member of this Branch, had been doing a bit of crimping in Burntisland on his own account. Mr. Moodie requested the members to nip work like this in the bud. It was decided that J. Stewart be fined 5s., and that he be requested to apologise to Mr. Moodie, of Burntisland, and the Union. Mr. Price then gave the members present a warming up about the sick and burial fund, and he strongly urged upon the young men of this Branch to join the sick fund at once. He then gave a graphic account of the treatment that shippers of scabs and scabs themselves receive at the hands of the Belfast Branch. A hearty vote of thanks was passed to Mr. Price.

HULL BRANCH

The usual weekly meeting was held in Unity Hall. Mr. S. Begg was elected delegate for the Humber district to the Trades Union Congress at Liverpool. Complaints were made against several members. Carlson, of the steamer *Cameo*, for insubordination and drunkenness was fined 10s. Williams, of the same ship, was fined 5s. for drunkenness. Several members were also reported for backing out of various ships. Several members have lately been fined for losing their cards, and it behoves all members to be more careful of them in the future, as they will not be able to ship in Hull unless they have their cards with them. An increase of wages of 2s. 4d. per week and 5s. monthly has been gained lately, below being the wages of the port:—Local boats: A.B.'s and firemen, 30s. 4d. Non-local boats and colliers: A.B.'s and firemen, 32s. 8d.; Ordinary seamen, 20s. Baltic (monthly), steam:—A.B.'s or firemen, £5; boatswain or donkeymen, £5 15s.; ordinary seamen, £2 10s. Sail: A.B.'s, £4 5s.; ordinary seamen, £2. Mediterranean, w. steward and southward, local boats, steam:—A.B.'s, £4 5s.; ordinary seamen, £2 10s. Non-local boats, steam: A.B.'s, £4 10s.; firemen, £4 15s.; ordinary seamen, £2 15s. Sail: A.B.'s, £3 10s.; ordinary seamen, £2. Local boats:—Overtime 6d. per hour from 6 p.m. to 6 a.m.; 9d. per hour on Sundays. Overtime to be inserted on the articles. Wages in port: A.B.'s or firemen, 4s. per day; donkeymen, 4s. 6d. per day. Non-local boats:—Overtime 9d. per hour from 5 p.m. to 7 p.m.; 1s. per hour on Sundays. Overtime to be inserted on the articles. Wages in port: A.B.'s or firemen, 5s. per day; donkeymen, 5s. 6d. per day; boiler cleaning and tube sweeping, 6s. per day. The Branch banner has arrived and is a splendid thing, giving every satisfaction. Mr. T. Ward tendered his resignation as vice-president, but it was not accepted.

NEW BRANCH OPENED AT HARWICH.

A meeting of sailors and firemen was held here on Friday evening, Aug. 22, when there was a very large attendance, considering the short notice. Mr. Edward Cattermole presided, and Mr. James Ennels filled the vice-chair. The chairman having briefly spoken, called on Mr. G. Stewart to explain the aims and objects of the Seamen's National Union. Mr. Stewart said he thought it hardly necessary to tell the seamen here or anywhere else what the Union had done, and would do for them, as it was rather late in the day to begin to speak about it. He could only tell them that this wonderful Union had even reached Ireland, and spread its octopus arms from Cork to Londonderry, and done great things for the men there. In Great Britain, from John o'Groats to Land's End, it had improved the seamen's conditions. He hoped the seamen of Harwich, Ipswich, and the surrounding district would not be "backward in coming forward," but would seize this glorious opportunity to join the Union and pull together along with their fellow working men. Then they would get their share of the honey and money as well as all the good things which the drones were eating up at present. If they joined the Union they would find it a good investment, as they were bound to get a fair return for their money. Twelve joined right away, and 25 other names were taken down. After a vote of thanks to the chairman the meeting terminated.

BLACKLEGS REPENTANT.—Thirteen riverside labourers on Tuesday asked for summonses at Southwark Police Court against the proprietors of Kean's Wharf, Rotherhithe, for a week's wages in lieu of notice. Inspector Pope explained that the applicants were engaged in place of the men who struck last week. The firm came to terms with their old hands, and the applicants, being no longer required, were paid off. The summonses were granted, but applicants, who wanted them free, were told that they must pay for them.

AT Cape Town a Court of Inquiry into the loss of the steamer *Ashleigh Brook*, of Liverpool, while on a voyage from Cardiff to Rockhampton in May last, found nothing in the evidence to show that any act or default of the captain's contributed to the loss of the vessel, but there appeared to be at times a current to the north of Darseh Island which may have taken the vessel out of her course and caused her to run ashore on the island.

A MARINE Court of Inquiry has been held at Victoria, Hong Kong, into the loss of the British steamer *Felbridge*, of London, while on a voyage from Saigon to Hong Kong in April last. The Court found that the casualty was caused by the wrongful default of the master in navigating his vessel with insufficient care, and neglecting to allow for the set of the current in verifying the position of the vessel from time to time in the course set, and they therefore directed that his certificate be suspended for three months. George Day, the mate, was censured for carelessness in keeping the log.

AT Valparaiso, a Naval Court of Inquiry into the loss of the British steamship *Gulf of Aden*, of Greenock, which on the 11th March last was abandoned in a sinking condition in the latitude of Tres Montes, about 120 miles from land, has found that the masters, officers and crew appeared to have conducted themselves properly, and used their utmost endeavours to save the vessel. Owing to the loss of the master, first and second officers, and other members of the crew, much valuable evidence has been unattainable. The vessel was lost through having sustained serious damage in the forepart, causing her to leak.

END OF THE TILBURY STRIKE.—All the men returned to work at Tilbury on Saturday, Aug. 23, unconditionally, but expressed great dissatisfaction at being compelled by the London Executive to do so. The men allege that the Union officials had previously told them to act for themselves. Many, it is said, express their intention of severing themselves from the Dockers' Union and joining the London and Southern Counties Labour League, a powerful Union at Tilbury. With reference to the recent strike at Tilbury Docks the Executive Council of the Dockers' Union has intimated that it will not allow strike pay. Great indignation is expressed, and the men assert that their Union has deserted them. A resolution was carried unanimously at a meeting of the men on Wednesday night expressing want of confidence in the London Council. It was also resolved that a copy of the resolution should be sent to the Executive, and two representatives from Gravesend, one from Tilbury, and one from Grays were appointed to wait upon the Executive to re-open the question.

CORRESPONDENCE.

AN EXCEPTION.

To the Editor of "Seafaring."

SIR,—I have noticed in your valuable paper many ships undermanned as well as bad provisioned with bad officers. This is too often the case. Such cases ought to be shown up to the community at large, but at the same time it is our duty to speak of the few good ones. Now, Sir, the ship in which I am employed as A.B. deserves to be held up as an example to, I may say nearly 95 out of every 100 ships sailing out of Great Britain or Ireland, as our officers from captain down are as good officers should be. They give us plenty of work with very great kindness to do it, in fact, I have never seen discipline so strict and worked with such kindness. Such being the fact we are able to overcome a large amount of work with a good seaman's heart to do it. As to the provisions I will not attempt to give a true scale, as if I did many seamen would say I am a perverter of the truth, but the fact is we have a better display on our forecastle table than I have seen on many cabin tables, and for the two Baltic voyages I have been in the s.s. *White Head*, of Belfast, I have never heard one man growl, which is a thing seldom known among us salts. Sir, why I trouble to write concerning this is solely to let my brother salts know that she is worthy of having her name written over every shipping as well as Union office door as an example for starve guts, &c.

A NEWCASTLE-ON-TYNE UNION MAN'S VOICE.
s.s. *White Head*, of Belfast,
Cronstadt, Aug. 12, 1890.

To Correspondents.—Several valuable and interesting letters are held over till next week.

MYSTERIOUS DISAPPEARANCE AT SEA.—The steamship *Troutbeck*, of Newcastle, Captain Gray, from Blyth, bound for Gibraltar, put into Plymouth on Tuesday, Aug. 26, and reported the loss at sea of her chief engineer, Mr. Nisbet Cox. The *Troutbeck* left Blyth on Aug. 21, and on Sunday afternoon, when about forty miles south of the Start Lighthouse, the chief engineer, who had been seen only a few minutes before, was suddenly missed from the deck. Captain Gray at once ordered the ship to be put about, and for three hours a diligent search for the missing engineer was made, but without result. The captain then made for Plymouth, and on his arrival shipped another engineer and proceeded on his voyage. It is believed that Mr. Cox accidentally fell overboard, and was drowned. He was a smart young officer, only 32 years of age, and has left a widow and four children.

AN INGLORIOUS END.—The Nordenfeldt submarine boat, launched a few years ago amid such rosy expectation of startling results, has come to a sad and inglorious end. Having stranded last year on the coast of Jutland, and been got off and repaired, she has been lying in Copenhagen roads awaiting a buyer, and at last has been purchased as old iron and broken up. Alack! Alack! adds the *Broad Arrow*, only yesterday that unhappy sea elephant, the *Great Eastern*, and to-day this poor little water mosquito both gone to the hammer in more ways than one. But the sympathy and sentiment aroused in the two cases is hardly equal, and, moreover, a torpedo-boat must expect reverses. What is the exact proportion of these craft which comes scatheless out of naval manoeuvres it would be hard to say, but it cannot be very large. And if a well-regulated class of torpedo-boat that sails on the top of the water in a decent and reasonable fashion cannot help coming to grief, what can be expected of a submarine monstrosity which is neither "fish, flesh, fowl, or good red herring!"

INTERESTING TO MARINERS AND FISHERMEN.—We have received a copy of a late issue of a weekly newspaper termed *SEAFARING*, which has already established for itself a high reputation among sailor folk. Moreover, most of the leading papers in England, America, and Australia have paid well-deserved tributes to its work. We must confess that from the first to the last of its sixteen pages there is hardly a single paragraph in which even an ordinary reader could fail to be interested. That being so, with what gusto should it not be perused by those whose interests it especially and eloquently advocates—namely, all classes of mariners and fishermen. Cheap, carefully edited, and containing a great variety of matter maritime, it should be as well known to Jack at home and abroad as is his companion 'mid storm and calm, the soothing tobacco-pipe. We commend *SEAFARING* to the general public, and to those "who go down to the sea in ships" it will be especially interesting.—*Londonderry Journal*, Aug. 25, 1890.

CHARGE OF ROBBERY FROM A SHIP'S CARGO.—The examination of the cattlemen who were imprisoned on board the steamer *Richmond Hill* during the voyage across the Atlantic, for stealing from the cargo, took place in New York on Aug. 28. The case proves to be identical with that of the *City of Chicago*. The captain assured the Court that he could easily deal with such men. The prisoners were returned to the steamer to await the decision of the United States Commissioner as to their extradition to London for trial.

THEFT AND FORGERY BY A SEAMAN.—On Aug. 22, at South Shields Police Court, William Gaskell, 24, fireman, a native of Cardiff, was sent to prison for three months for stealing from on board the *Sunlight* (s.), while lying at Blyth on July 31, a jacket, a seaman's advance note for £2 7s., a pocket book, and a discharge, the property of James Boyle, value £2 18s. Prisoner was then charged with unlawfully and by false pretence obtaining from Henry Jackson the sum of 11s. on the 6th inst. Defendant said he had signed articles on board the *Autocrat*, and asked Jackson to cash a note signed by the captain Mr. M'Dowell; and he gave him the money. Ald. Wardle said the offence was very serious, and he must go prison for another three months.

SUBMARINE NAVIGATION.—The ambition of appearing as the inventor of a submarine boat seems to be more implanted in the minds of men than ever. We have already had occasion to mention one or two, and we have recently received a pamphlet which deals exhaustively with the merits of a new design. We have not space to deal fully with its alleged merits, but the salient features are enormous resistance to pressure of water (150 tons per square foot of surface), electric power giving place to steam, and reduced length (the length being six or seven times the diameter). The writer claims for his invention usefulness and economy; usefulness in that it will enable cables to be laid better than at present, and enable better surveys of the sea to be made. Economy, in time, and the loss of life, which at present, unfortunately, attends "those who go down to the sea in ships."

A MASTER'S RECKLESS NAVIGATION.—A Board of Trade inquiry was held at Liverpool, on Saturday, Aug. 23, into the loss of the Carnarvon barquentine *Ida*, near the Smalls Lighthouse on the Aug. 8th. The *Ida*, a vessel on small tonnage, was bound from Ghent to Liverpool with phosphate, and was off the Smalls in fine weather, with a moderate breeze, when she ran upon a rock, and subsequently floated off and sank. The master and part owner of the vessel, Captain Hugh Williams, said that in view of the fine weather he took no bearings of the Smalls, not any cast of the lead, and he believed the rock on which he struck was three-quarters of a mile to the south west of the Smalls Lighthouse. He was ignorant that the Admiralty Chart showed that there was a rock S.W. by W. & W. of the Smalls, and three cables' length therefrom. On behalf of the Board of Trade it was contended that the vessel struck on this rock, and not as the master suggested, an unknown one. In the result the Court found that the casualty was caused by the reckless navigation of the master, and suspended his certificate for six months, agreeing, however, to recommend him for a mate's certificate.

DEATH AT THE HELM; DRINK AT THE Prow.—The death of Henry Copeland, aged 21, a Poplar labourer, who lost his life in a collision which occurred between the steamship *Dione* and a waterman's boat, was inquired into on Friday, Aug. 20. The dead man and six others, including his brother, were crossing the river in a boat from South to North Greenwich. When near the free ferry, about 12 yards from the North Greenwich pier, the *Dione* was seen. Everson, the waterman, shouted to those on the *Dione*, "Port your helm," when the vessel was about 50 yards off. There was no rudder attached to the boat. Seeing that a collision was inevitable, Everson took hold of a scull, and as the boat's head was across the *Dione*'s bows shoved her off. Henry Copeland was in a half-kneeling position and his brother shouted to him, "Hold tight, Harry!" But he fell overboard and was drowned. The captain of the *Dione* stated that the mate shouted to those in the boat to cease rowing, but they did not heed the warning. A boat was got ready for lowering, but as no one was reported missing, the boat was not lowered. All the answer received from those in the boat was a lot of bad language. They appeared tipsy, and one of them shouted out, "I have lost my hat, send us a couple of quid ashore, governor." The jury, after a very long inquiry, returned a verdict of accidental death, and added that in their opinion all ferry boats plying at night time should carry a light, and that the rowing should be done by watermen only.

EXCITING ADVENTURE IN THE MENAI STRAITS.
During a furious gale in the Menai Straits early on Saturday morning, Aug. 23, a timber raft, with four men on board, broke adrift from a Norwegian ship, and was carried up the Straits. She collided with a yacht, which dragged her anchor for some distance, and there was every probability that both would be wrecked. Ultimately three men got on board the yacht, while the raft, with a boy on her, was blown ashore several miles further down the Straits, close to the residence of the Hon. Walter Vivian. The poor lad was in a terribly exhausted condition.

PERCY'S TEMPERANCE HOTEL,
ANALBY ROAD, HULL,

Opposite the Excursion Platform, Paragon Station.

MEALS AT ALL HOURS AT MODERATE CHARGES. GOOD BEDS.

Special Accommodation for Officers, Seamen, and their Wives. Private or Public Rooms. Stewards can safely recommend this House to Passengers.

PROPRIETOR—ALBERT PERCY,
Hon. Member Hull Branch N.A.F&F.U.

UNION HOUSE.

PATRICK MULLIGAN,
42, CITY QUAY, DUBLIN.

PRIVATE BOARD AND LODGING
By the Day or Weekly. Accommodated to their wishes.

SHIPMASTERS' & OFFICERS' UNION

NOTICE TO BRANCH SECRETARIES.

The Secretaries of the various Branches of the above Union are requested to send to me a report of the exact number of members of this Union on their Branch books up to Aug. 31, 1890, as it is intended to meet the Shipowners' Association in September to lay before them our claim for an increase of wages in the ratio to that paid to the engineers.

GEORGE THOMAS LUCCOCK,

Master Mariner, Hon. Member Pilots Association. Member of Trades Council, and Secretary to the Union of Shipmasters and Officers of Gt. Britain & Ireland. Head office, 33, Market Place, South Shields.

TO UNEMPLOYED MASTERS AND MATES.

NOTICE.

A register of Unemployed Shipmasters and Officers is kept at the Chief Office of the Shipmasters' and Officers' Union, 33, Market Place, South Shields, FREE OF CHARGE.

No less than 127 Masters and Officers have already OBTAINED EMPLOYMENT by registering their names here.

BRISTOL BRANCH.

NOTICE TO MEMBERS.

The above Branch is removed from 45 to 41, Prince Street. Union flag hoisted. All communications please address "41, Prince Street, Queen Square."

T. J. DANCEY, Secretary.

LOWESTOFT BRANCH OFFICE,
4, St. GEORGE'S TERRACE,
LORNE PARK ROAD,

SOUTH LOWESTOFT.

MR. J. LINDER, Assist. Secretary,
From whom all information may be obtained.

NOTICE.

Dundalk is the administrative centre for Drogheda, Newry, Warren Point, Carlingford, Greenore, Omeath, and Greencastle. Seamen belonging to any of the above-mentioned ports may now be enrolled on the Dundalk Branch at a reduced entrance fee by application to any Branch Secretary.

JAMES FITZPATRICK, Sec.

Quay-st., Dundalk.

STOCKTON BRANCH.

NOTICE.

All communications to this Branch must be addressed to "T. Potts, Palatine Hotel, Bridge-road, Stockton."

(Signed) GEORGE CATHEY.

PENARTH AND BARRY BRANCH.

NOTICE TO SECRETARIES.

The above Branch is removed from Cogan to 34, Sydenham-street, Barry Dock (close to Shipping Office). All communications must be addressed: "Seamen's Union Offices, 34, Sydenham-street, near Shipping Office, Barry Dock."

(Signed) J. HARRISON,

Secretary.

TUG BOAT BRANCH.

SAILORS' & FIREMEN'S UNION.

NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of *SEAFARING*), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

NOTICE

TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in *SEAFARING* at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to *SEAFARING* to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in *SEAFARING* on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

NETTING for Tennis Bordering; 100 yards long, 3 yards wide, 10s.; 100 yards long, 4 yards wide, 13s. I do not require payment till you have received and approved of the netting; good colour, and specially prepared; carriage paid.—Hy. John Gasson, Net Merchant, Rye, Sussex.

NOTICE TO UNION MEN.

Union men frequenting BARRY DOCK are respectfully requested to Board at

MRS. MOONEY'S,
6, HOLM ST., CADOXTON.

(Near Barry Dock.)

N.B.—None but Unionists need apply. Note the address.

ALL SEAMEN COMING TO HULL, GO TO
WILLIAM HEMINGWAY,

TAILOR, DRAPER, & OUTFITTER,
No. 42, MYTONGATE, HULL

(NEAR THE DOCKS).

A Large Assortment of Ready-made Clothes. Oilskin JACKETS and Southwesters, always on hand.

N. A. S. & F. UNION HOME,
13, ROBINSON ROW, DAGGER LANE,
HULL.

This Home is Conducted on Strict Union Principles.

G. A. HOBSON, Proprietor,
Financial Member, Hull Branch.

WILLIAM GUY,
BOARD & LODGING HOUSE,
7, POSTERNGATE
(OPPOSITE THE SHIPPING OFFICES),
HULL.

E. A. McDONALD,
OUTFITTER,
32, CLEETHORPES ROAD,
GRIMSBY.

A Large Stock of Seamen's Clothing always on hand

MCCANN & CO.,
LONDON HOUSE, HOLTON ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING at MCCANN & CO.'S. We buy for Cash from the best manufacturers, which enables us to give the best value to our customers. One price; no abatement. The Largest Stock in the neighbourhood.

MCCANN & CO., London House, Holton-nd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

J. LEWIS,
SEAMEN'S OUTFITTER,
54, BROOMIELAW, GLASGOW.

THE UNION PUBLIC-HOUSE IN GLASGOW
IS THE
HEBRIDEAN VAULTS,
JAMES WATT STREET.



Seamen should visit the NEEDLE & ANCHOR, P. M. Leibow & Co., Proprietors, 210 & 212, East India Dock Road, close to East India Dock, Pawnbrokers, Watchmakers, and COMPLETE SEAMEN'S OUTFITTERS. Captains supplied at Wholesale Prices. N.B.—OILSKINS & SEA BOOTS A SPECIALITY.

C. GEMMELL,
119, HIGH ST., KING'S LYNN,
UNION CLOTHING SHOP,
Is the BEST HOUSE in the EASTERN COUNTIES
FOR
EVERY DESCRIPTION
OF
SEAMEN'S CLOTHING.
AT PRICES THAT CANNOT BE BEATEN.

NOTICE.
To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION.
All Union Men arriving at or sailing from
LEITH are invited to visit

L. HYMANS
Pawnbrokers' Salerooms & Seamen's Outfitting Stores
8, TOLBOOTH WYND, LEITH,
Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
SEA BOOTS FROM 8/6 TO 25/-

NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.

N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small percentage.

R. WHITE,
WHOLESALE
CABINET & BEDDING
MANUFACTURER,
70, 72, & 74, BATHBONE STREET,
CANNING TOWN, LONDON, E.,
AND
28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.
ALL GOODS WARRANTED

SPECIALITIES IN
SEAMEN'S BEDDING
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

Honorary Member—Recipient of Gold Medal from
the N. A. S. & F. Union.

THE ANCHOR HOUSE,
11, COMMERCIAL ST., LEITH,
J. WILLIS, MANAGER.
SEAMEN'S UNION CLOTHIER & OUTFITTER.

Suits made to measure on the shortest notice and most
reasonable terms.

A Speciality is our
OILSKINS
made on the premises, without the manufacturers' profit.

Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to
visit the ANCHOR HOUSE, 11, COMMERCIAL STREET, a few
doors from the Union Office.

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SHOULD GO TO
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